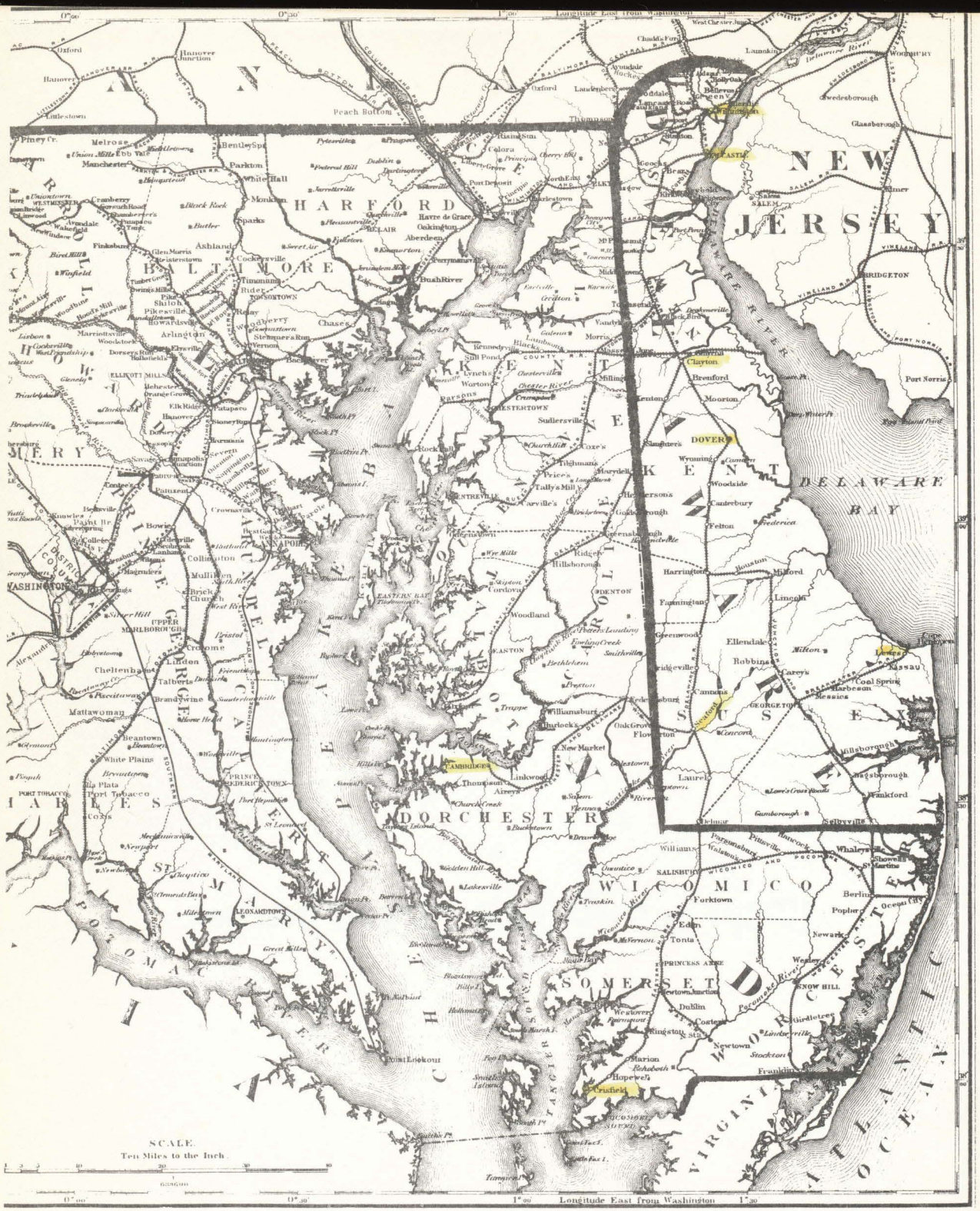
Rails Along The Chesapeake

A History of Railroading on the Delmarva Peninsula

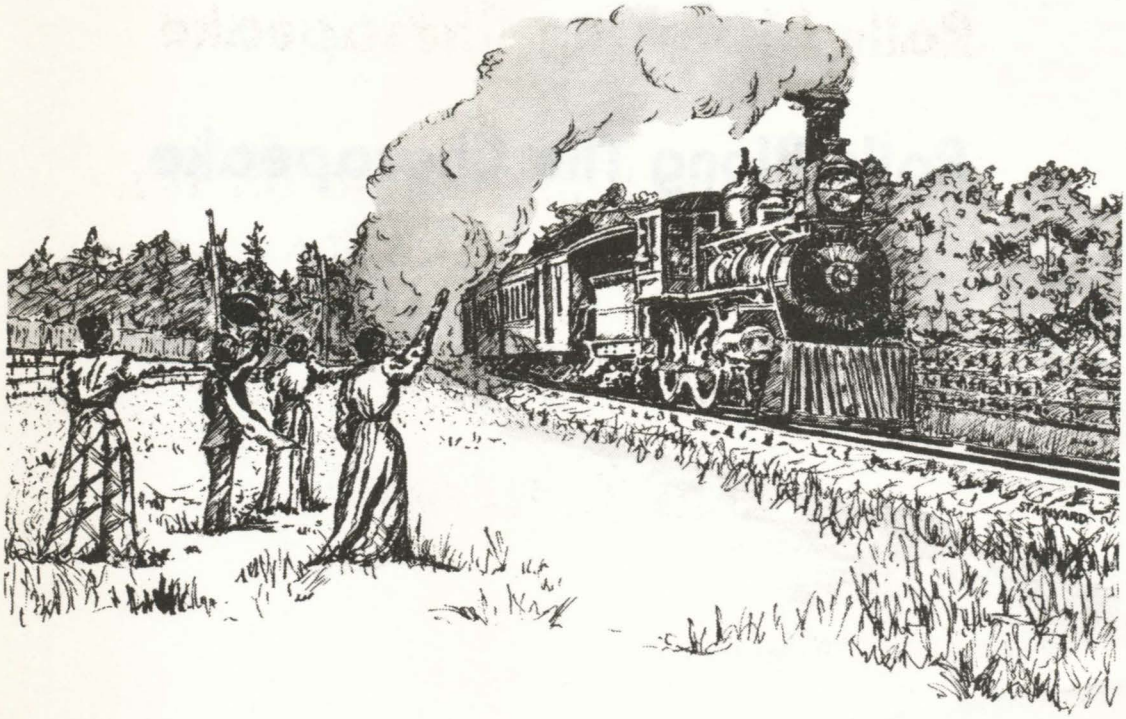
1827-1978

John C. Hayman



Delmarva's rail network as it appeared in 1877. (Author's Collection)

Rails Along The Chesapeake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Rails Along The Chesapeake

A History of Railroading on the Delmarva Peninsula

1827-1978

John C. Hayman

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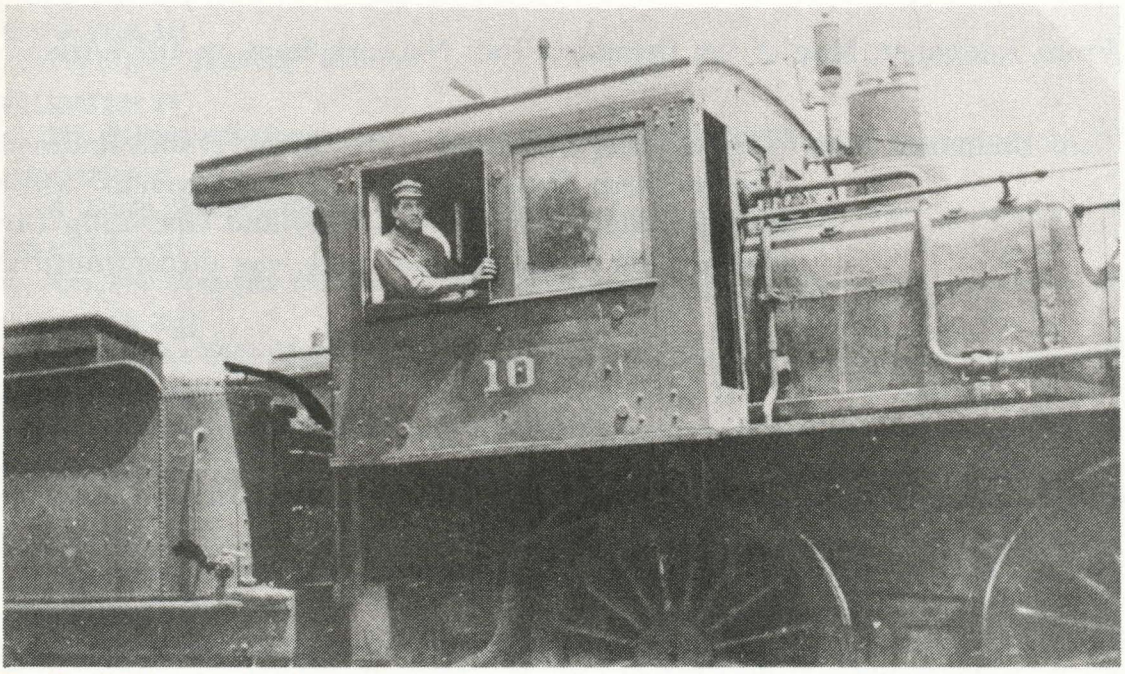
DEDICATION

William T. Smith grew up near the old B.C.&A. shops in Salisbury. From his earliest days he was fascinated by the railroads. At age 16 he left school, against the wishes of his father, to take a job as fireman on the B. C. & A. He recalls that on his first trip to Claiborne it seemed that he was going to the most remote place in the world. He arrived with no money and had to ask for credit from the lady who ran the boarding house there. Mr. Smith served the B. C. & A. loyally from 1913 until it was acquired by the Pennsylvania Railroad in 1928.



To Mr. William T. Smith, last surviving fireman of the Baltimore, Chesapeake & Atlantic Railway, and to his many comrades, the men and women of the railroads of the Eastern Shore, this book is gratefully dedicated.

Dust Jacket Illustration and Frontispiece:

This fine pen and ink drawing by Judy Standyard was based upon the photograph of the ***Baltimore Flyer*** *at Royal Oak, Maryland shown on page 95.*

Front Endpaper: Map of the Delmarva Rail Network from an 1877 Atlas.

Rear Endpaper: Map of the Southern Division of the Pennsylvania Railroad. The Southern Division was a "Grand Division" which included the Delaware and Maryland Operating Divisions. This organizational unit was discontinued in 1951.

TABLE OF CONTENTS

PAGE

PREFACE iii

CHAPTER I
Early Railroading on the Eastern Shore 1

CHAPTER II
The Eastern Shore's Pioneer Railroad 5

CHAPTER III
The Great "Humbug" Railroad 15

CHAPTER IV
The Delaware Railroad, Backbone of Delmarva's Rail System 19

CHAPTER V
A Single Line to Join the Three States 33

CHAPTER VI
The Tree Branches Out 41

CHAPTER VII
Rails to the Wide Choptank 47

CHAPTER VIII
Queen Anne's County Must Have a Railroad 51

CHAPTER IX
Delusions of Grandeur 55

CHAPTER X
Coal Trains to the Delaware River 61

CHAPTER XI
The Old Dream is Realized: A New North-South Rail Route 65

CHAPTER XII
The First Trans-Peninsula Railroad 87

CHAPTER XIII
Black Cinders and Ashes 95

CHAPTER XIV
Many Dirty Visits 117

CHAPTER XV
Dreams That Never Came True 129

CHAPTER XVI
Delmarva Railroading in the Twentieth Century 133

CHAPTER XVII
The Last Independents 159

APPENDIX A
Electric Railways on Delmarva 175

APPENDIX B
Locomotives of the New Castle and Frenchtown Rail Road 178

APPENDIX C
Locomotives of the Delaware Railroad 179

PAGE

APPENDIX D
Locomotives of the Junction and Breakwater Railroad 180

APPENDIX E
Locomotives of the Worcester Rail Road 181

APPENDIX F
Locomotives of the Delaware, Maryland and Virginia Railroad 182

APPENDIX G
Locomotives of the Maryland and Delaware Railroad 183

APPENDIX H
Locomotives of the Delaware and Chesapeake Railway 184

APPENDIX I
Locomotives of the Dorchester and Delaware Railroad 185

APPENDIX J
Locomotives of the Queen Anne's and Kent Railroad 186

APPENDIX K
Locomotives of the Baltimore and Delaware Bay Railroad 187

APPENDIX L
Locomotives of the Eastern Shore Railroad 188

APPENDIX M
Locomotives of the New York, Philadelphia and Norfolk Railroad 189

APPENDIX N
Locomotives of the Wicomico and Pocomoke Railroad 194

APPENDIX O
Locomotives of the Baltimore and Eastern Shore Railroad 195

APPENDIX P
Locomotives of the Baltimore, Chesapeake and Atlantic Railway 196

APPENDIX Q
Locomotives of the Queen Anne's Railroad 199

APPENDIX R
Locomotives of the Maryland, Delaware and Virginia Railway 200

APPENDIX S
Pennsylvania Railroad Locomotives on Delmarva 201

APPENDIX T
Locomotives of the Ocean City Western Railroad 206

APPENDIX U
Locomotives of the Virginia and Maryland and Maryland and Delaware Railroads (Leased from the Delaware-Maryland-Virginia Company) 207

APPENDIX V
Commissioners, Officers, and Directors of Various Companies 209

BIBLIOGRAPHY 217

INDEX 221

PREFACE

In my senior year of high school, I was called upon to write a paper on some aspect of local history. I had always been interested in local history and fascinated by railroads, but had never put the two together. Sitting in the library one afternoon, casting about for a topic, I happened to glance through Charles J. Truitt's *Historic Salisbury, Maryland.* In it, a chapter was devoted to each of the two railroads which had operated through Salisbury. I was hooked. The paper was written on the Baltimore, Chesapeake & Atlantic Railway. This topic was the subject of further research for a paper at the college level. The project snowballed until it has reached the point of a full-length book covering the rail history of the entire Delmarva region.

When first embarking on this work, I despaired of ever finding much in the way of photographs or information other than what was already in the various county histories. However, I have been extremely fortunate in the course of the project to meet many people who have taken the trouble to preserve historical material. They have been more than generous in sharing their artifacts, recollections, photographs, and information.

Mr. William T. Smith was most helpful in all of these categories. Mr. Robert J. Barkley was also of very great help. Mr. H. R. Hollyday made available photographs from his fine collection, as well as his personal recollections. Mr. John G. McLeod of the Association of American Railroads was of tremendous assistance in locating material in the organization's library. Likewise, the staffs of the various libraries and newspapers on the Eastern Shore and elsewhere were most cooperative. Mr. Kent Griffith of Ocean City, former locomotive fireman on the Ocean City Western Railroad, provided information gathered through painstaking research of local newspapers. Mr. John E. Jacob, Jr. was most helpful in making available material belonging to the Wicomico County Historical Society and later came through to publish the book. Mr. Hugh R. Gibb, Historian of the National Railway Historical Society, provided exhaustive information from the old Pennsylvania Railroad locomotive notebooks. Mrs. John P. Vaccaro of Stockton, after a chance meeting, continued to send material pertaining to the railroad which she came across. Mr. Charles J. Truitt encouraged me to begin writing the book, read the early drafts, and offered helpful suggestions. My parents put up with my wanderings off the beaten path on almost every family outing to trace abandoned rights-of-way or to photograph crumbling stations. Many others were instrumental in the success of this project. Thanks are given to those mentioned in the photo credits and in the text, as well as to those whose names do not appear. Thanks are due particularly to those throughout the Eastern Shore who answered the question, "What became of the old railroad station here?"

This is an auspicious time for publishing a history of railroading on Delmarva. December, 1977 marked the 150th anniversary of the chartering of the New Castle and Frenchtown Rail Road, the first on the Peninsula. Eastern Shore rail history has been in the making with the proposed acquisition by Southern Railway, the Conrail takeover, and the opening of short line operations on many of the Peninsula's railroads. There is a limit to what an individual can accomplish when undertaking a project such as this, particularly while living in another area of the country. Hopefully, this book will help others to enjoy and to explore an important part of the Eastern Shore's rich heritage and encourage them to continue to preserve it in the future.

Pittsburgh, Pennsylvania
October, 1978

JOHN C. HAYMAN

CHAPTER I

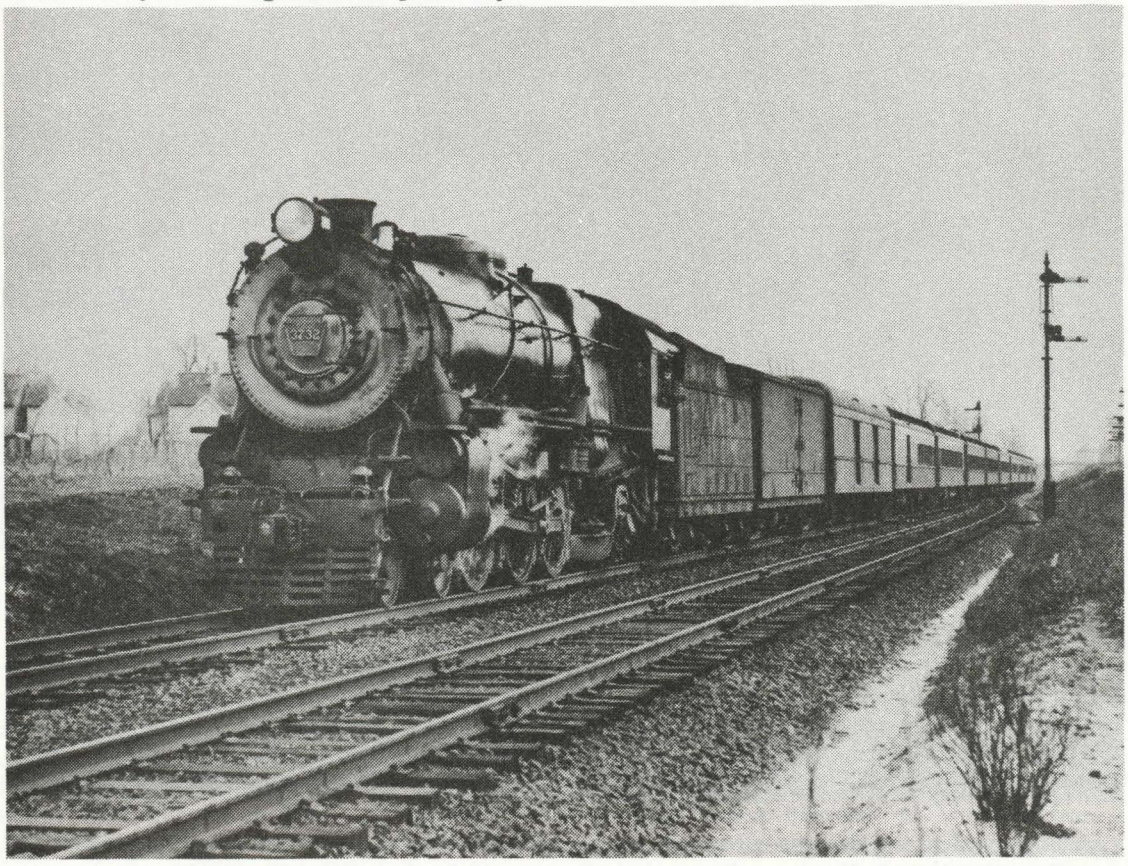
Early Railroading on the Eastern Shore

From the first precarious trip of the locomotive *Delaware* over the iron strap rails of the New Castle and Frenchtown Rail Road until the present, the railroads of the Eastern Shore have enjoyed a history in many ways typical or railroading in this country and yet as unique as the narrow peninsula of land they serve. Delmarva has seen everything from the glory of the crack *Del-Mar-Va Express* to threatened abandonment of the main line itself.

The railroad has long been the Shore's life blood and will remain so for the foreseeable future. For nearly a century and a half the rails have been depended upon to transport local products to market and bring in needed goods from elsewhere. At one time they carried people to the city on business or to the beach for a weekend. The moving train is a vital sign of a healthy economy.

Despite this, the impact of the railroad's coming is often forgotten. The route followed, the location of junctions, and the construction of facilities meant prosperity to an area so favored. Wherever a station was established became a place of importance, towns which were passed by soon withered. Unfortunately, the decline of the railroad industry later brought disaster to places founded upon its welfare that were unable to adapt to changing conditions.

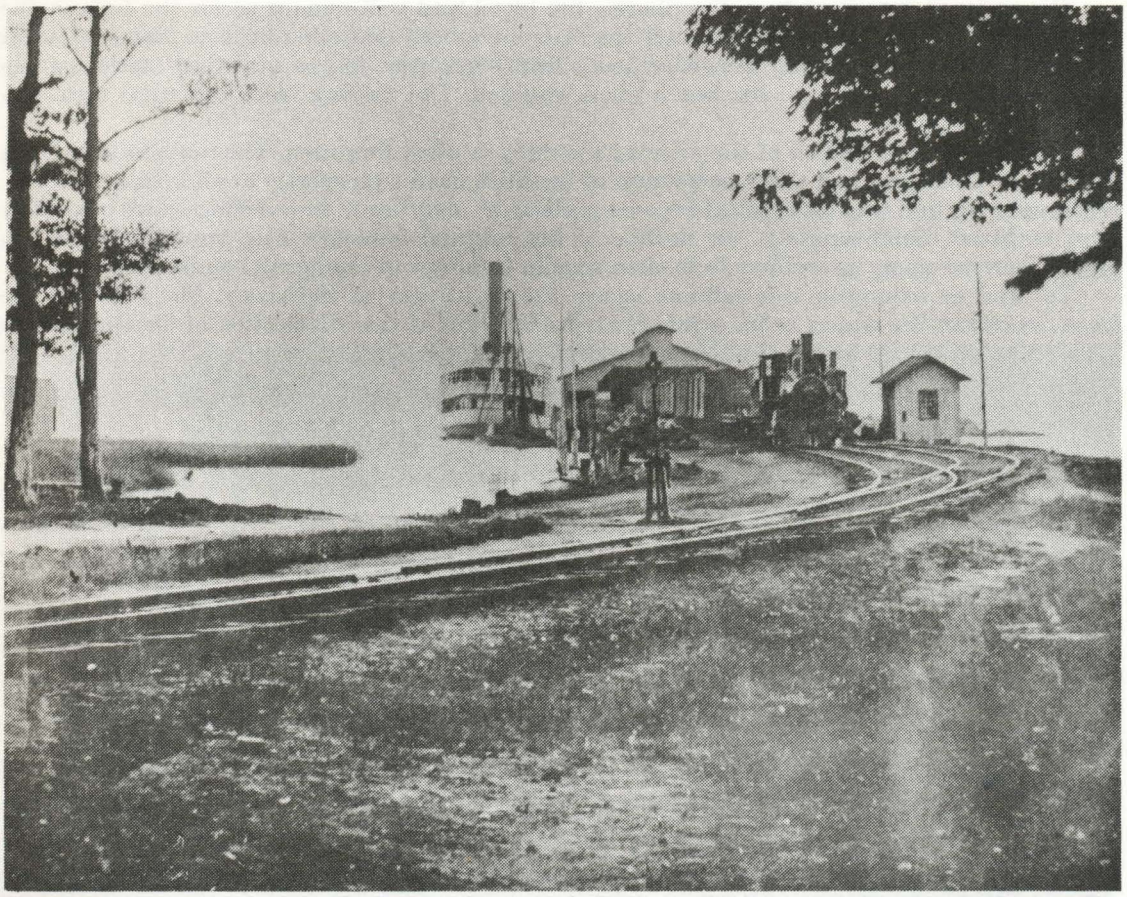
To take as examples two extreme cases; the emergence of Salisbury, Maryland as the foremost city in the region is due primarily to its location as the intersection of the Peninsula's



A magnificent sight! The northbound *Del-Mar-Va Express* is leaving Seaford, Delaware during the Second World War. (H. Robins Hollyday)

two major rail lines. Someone once even went so far as to refer to Salisbury as the "Chicago of the Eastern Shore" and not without some justification, for it was once a bustling railroad town. On the other hand, Franklin City, Virginia, once a busy rail terminal on Chincoteague Bay, has become, with the railroad's abandonment, a real "ghost town," complete with tumbling ruins of buildings and ties half hidden in marsh grass.

Granted, we are not quite as dependent on the railroad as we once were. Other modes of transportation have to some degree supplanted it. Even so, there was a time when it seemed as though our whole society revolved around the two shining bands of steel which connected us with the world. Many thriving towns were created entirely by the railroad. They still bear the names of the presidents, directors, and founders of the railroad companies who were the most prominent citizens of their day.



The western terminal of the B. C. & A. Company's Railway Division was here at Claiborne. The steamer *"Cambridge"* is docked alongside the trainshed in this early view. (H. Robins Hollyday)

The local railroad agent was one of the foremost townsmen and was well known and highly respected throughout his area. He was the first to receive news and spoke with people traveling to and from all parts of the country. Consequently, his view of things bore weight. A considerable number of people living today are named after their hometown stationmaster, even though they may not realize it. The depot was often the finest building in town and community activity centered around it. It became customary for everyone to walk down to the station to watch the Sunday afternoon train come in. It amounted almost to a town meeting.

The steam locomotive was the symbol of power and speed. Every boy dreamed of one day growing up to be an engineer. The mournful whistle and clickety-clack of a train passing in the

night stirred thoughts of adventure in those who could not sleep. Many people still find this one of the most pleasing of sounds.

In the old days, unless you lived near a steamboat landing, the train was about the only way to get from here to there with any reasonable dispatch. Of course, the lifestyle in days past was somewhat more leisurely and the railroads were in tune with the times. When the early branch roads were first opened, the train would usually make only one trip each day to the end of the line and back. The ancient wood-burning steam locomotives could not run many miles without having to stop to take on more wood and water. The train was generally a "mixed," carrying both passenger and freight cars. It would stop at each and every station on the line to pick up and discharge passengers and set out or retrieve freight cars. Since the train did not hurry along, this gave the passengers time to get off, stretch their legs, get something refreshing to drink, and take a look around town.

It must have been either uncomfortably hot or cold, depending on the season. The wooden seats in the old coaches were hard and the clouds of smoke and cinders from the engine were annoying. A routine task at the end of such a trip for a mother was to beat the soot from her children's clothes. However, train travel was the speedy, reliable, and modern way to go, infinitely preferable to bouncing along a rough wagon road.

Just as the railroads made their impression on the Shore, they were a product of the Eastern Shore environment themselves. Shoremen organized, financed, built, operated, and patronized their railroads. They were very much a part of the local scene. The water and the Eastern Shore are inextricably mixed. As a result, virtually all of the various rail lines terminated on a navigable waterway. There connections were made for Western Shore points with steamboat lines, which were often operated by the railroad companies themselves. There is no more characteristic and picturesque scene than an antique steam engine and train of wooden cars standing dockside by a Chesapeake Bay steamboat. These sturdy vessels plied almost

This view looks away from the dockside railroad station down Main Street of Franklin City, Virginia about 1908. At left is a P. R. R. passenger train. (From the M. S. and R. W. Warfield Collection)

every inlet and river of the world's largest estuary and were an important source of connecting traffic to the railroads. The steamers and trains were an important, popular, and colorful means of transportation in those bygone days.

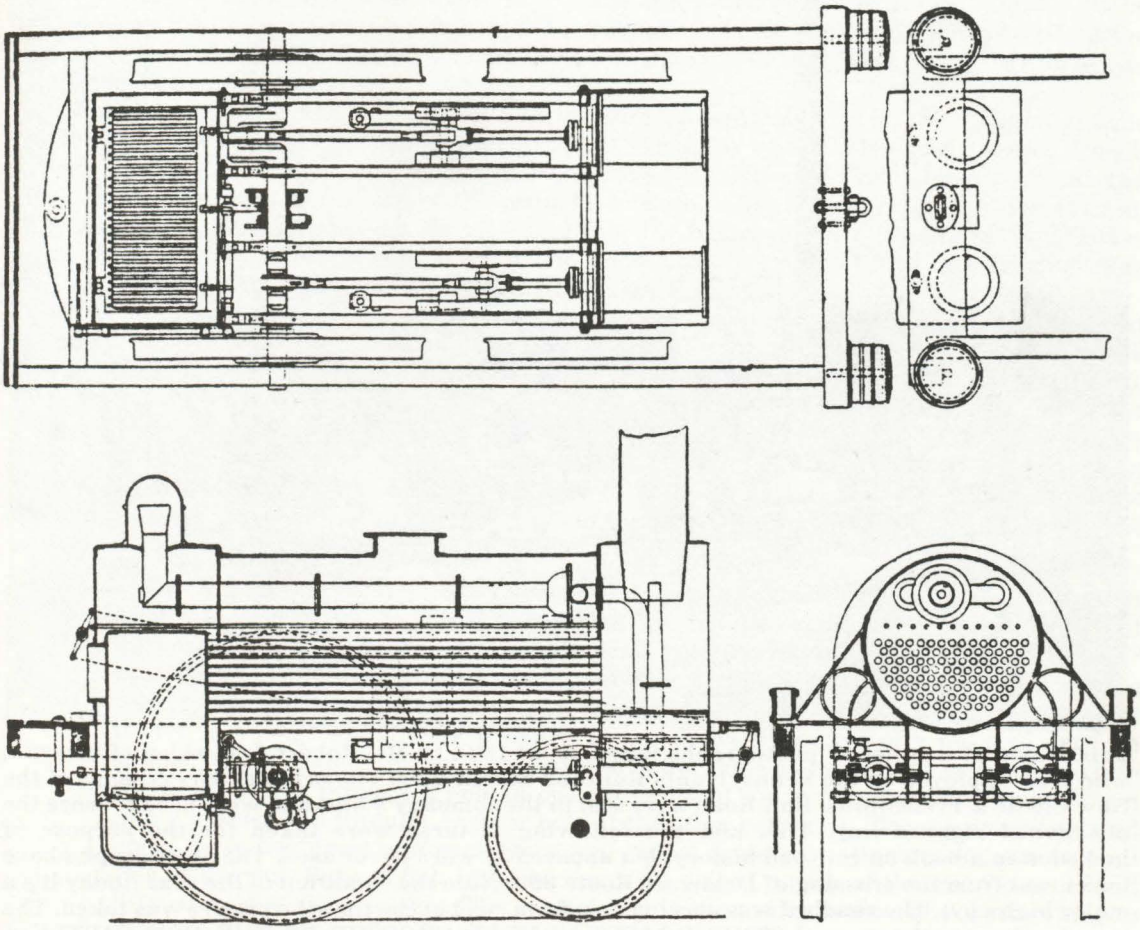
CHAPTER II

The Eastern Shore's Pioneer Railroad

The first rails to penetrate the Eastern Shore belonged to one of the truly pioneer railroads of the world. The old New Castle and Frenchtown Rail Road has not received the notoriety of its contemporary in the Old Line State, the Baltimore and Ohio Railroad, but this should in no way detract from its contribution to the art of railroading.

In 1827 authority was sought from the General Assembly of Maryland by the New Castle and French-town Turnpike Company to build a railroad along or near its turnpike. This company could trace its origins all of the way back to January 24, 1809, when "the president, managers, and company of the New Castle and French-town Turnpike Company" were incorporated by the State of Delaware to build a toll road from New Castle, Delaware to the state line enroute to Frenchtown Landing on the Elk River in Cecil County, Maryland. The company was incorporated in Maryland on January 6, 1810.

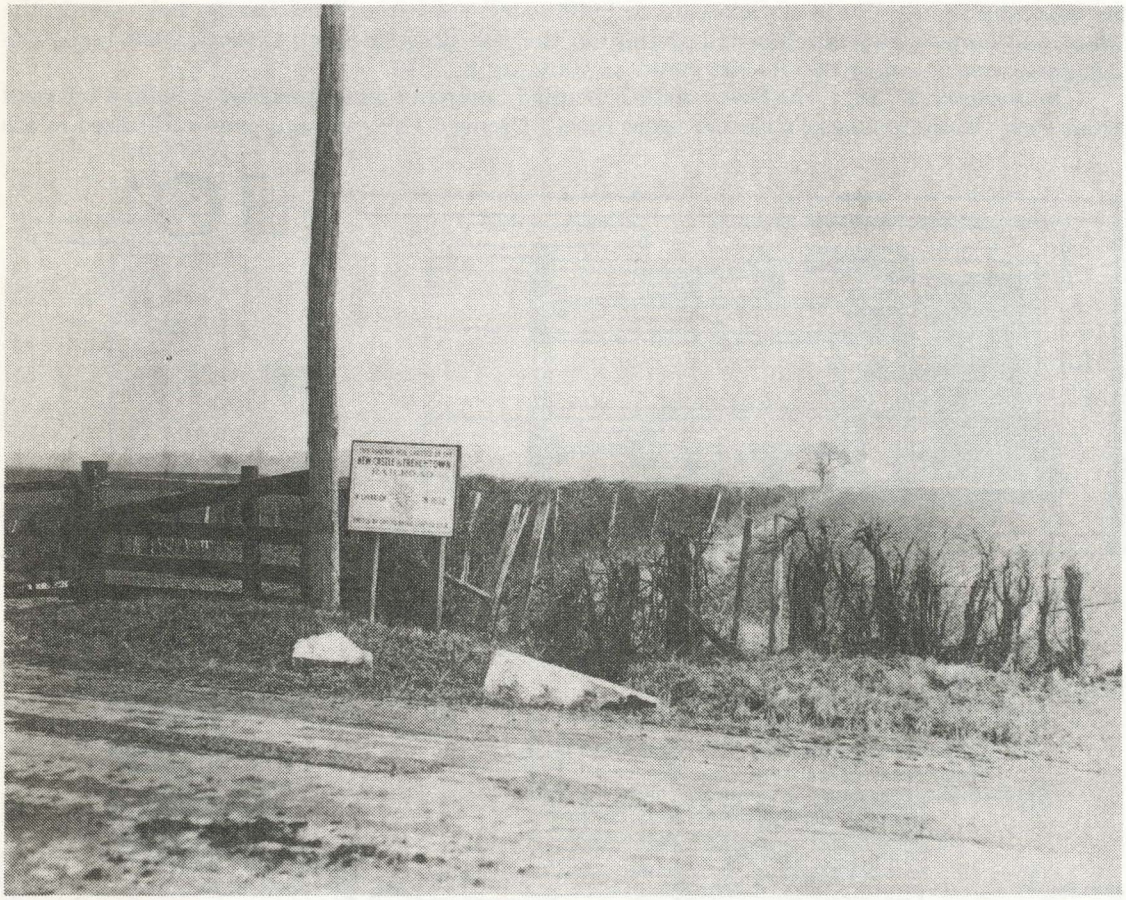
On January 30, 1811, the New Castle Turnpike Company was chartered to build a toll road from New Castle to Clarke's Corner (now Hare's Corner). The company was authorized to use



Drawing of a locomotive built by Robert Stephenson & Company and believed by them to be that of the original *Delaware* of the New Castle & Frenchtown Rail Road. (Railway and Locomotive Historical Society)

the New Castle to Red Lion state road as far as Clarke's Corner and its charter expressly stated that the road could be purchased by the New Castle and French-town Turnpike Company at cost within seven years. Work commenced on August 1, 1811 and was completed on January 8, 1813. The New Castle and French-town Turnpike Company's charter (1809) required the work to be completed within three years. This was not done and probably would never have been had not the steamboat *Chesapeake* begun making regular voyages between Baltimore and Frenchtown on June 21, 1813, connecting with a stage coach line to New Castle and steamboat to Philadelphia. This gave impetus to the project. The time for completing the work had been extended for ten years from January 28, 1813. Additional stock was subscribed and by July 1, 1814 three miles were finished and by April, 1817 seven miles were done.[1] The turnpike was probably completed in 1818.[2] Regular steamboat operations were conducted by the Union Line between Frenchtown and Baltimore and between New Castle and Philadelphia.

The New Castle and French-town Turnpike was one of several routes competing for traffic along the Atlantic seaboard between Baltimore and Philadelphia. It superseded an earlier route



This is one of a series of photographs taken about 1924 by Mr. Robert J. Barkley of Smyrna, who was employed by the Pennsylvania Railroad at that time. The original survey maps of the New Castle & Frenchtown Rail Road were still in the company's files and were used to trace the abandoned right-of-way. This and the following pictures were taken for the purpose of inclusion in a book on railroad history, but apparently were never used. The photograph above looks east from the crossing of Delaware Route 896. Note the condition of the road (today it's a major highway). The roadbed was serving as a farm road at the time the picture was taken. The sign (no longer there) read "THIS ROAD WAS HERE CROSSED BY THE NEW CASTLE & FRENCHTOWN RAILROAD . . . IN OPERATION IN 1832 . . . ERECTED BY COOCH'S BRIDGE CHAPTER D. A. R." (Robert J. Barkley)

which passed from Baltimore up the Chesapeake Bay to Head of Elk (Elkton, Maryland), overland to the Christiana River, and thence to Wilmington, the Delaware River, and Philadelphia. However, in 1824 the Chesapeake and Delaware Canal was begun which would provide a direct water route between Baltimore and Philadelphia. This caused the turnpike's supporters to seek a way to maintain their competitive position. The building of a railroad appeared to offer a solution.

The Maryland Assembly gave permission for the railroad to be built in December of 1827, conditioned upon the reciprocal approval of the Delaware Legislature for continuation into that state. Delaware did not give its consent until February 7, 1829, more than a year after Maryland did so. Even then, many of the provisions in the Delaware bill were so dissimilar that Maryland was forced to pass legislation enabling the company to proceed from Frenchtown to the state line before approval by the neighboring state was finalized.

The company's stock was not selling at first, apparently due to a provision in the original (1827) Maryland act which allowed the state to abolish the company's railroad charter at any time after twenty years upon the payment of adequate compensation to its stockholders. Therefore, in 1830 the Maryland Assembly struck out this provision and extended a deadline which it had earlier set for construction of the railroad to be commenced to March 1, 1831.

The earliest legislation enacted by the two states permitted use of the turnpike itself as the roadbed of the railroad, except for thirty feet which was to be kept in good condition, with the additional option of purchasing a separate right-of-way close to the line of the pike. These two acts also provided for the name of the New Castle and French-town Turnpike Company to be changed to the "New-Castle and French Town Turnpike and Rail Road Company" and for the name of the New Castle Turnpike Company to be changed to the "New Castle Turnpike and Railroad Company."

A supplemental act of the Delaware Legislature, passed January 16, 1830, authorized the union of the New Castle Turnpike and Railroad Company and the New Castle and French Town Turnpike and Rail Road Company, forming the Newcastle and Frenchtown Turnpike and Rail Road Company. The width of the turnpike to be maintained was reduced to twenty feet. The union was accomplished on March 31, 1830 at the house of Lewis Bennett in New Castle. Attesting to investors' early confidence in the project, in December of that year its stock was selling at sixty percent above its original subscription.[3]

The second avenue open to the company was decided upon and the railroad was laid almost parallel, but to the south of the turnpike, terminating at a large wharf and landing on the Elk River below Frenchtown. Construction began at New Castle and slowly progressed westward. The company's directors decided that on July 4, 1831 a trip should be made to officially open the line as far as it was then completed. Accordingly, on that date a horse-drawn car journeyed one and one-half miles from New Castle to a point called "Morvin" and returned.[4] As railroading was still in its infancy, the work was slow and difficult. Almost everything attempted by the company was experimental in nature. Details of the railroad's early method of tracklaying, as described in Johnston's *History of Cecil County,* will prove of interest:

> It was of very peculiar construction, and were it now extant, would be a great curiosity. The rails were placed about the same distance apart as in modern roads, but instead of being laid upon wooden sleepers, were placed upon blocks of stone ten or twelve inches square. These stones had holes drilled in them in which a wooden plug was inserted and upon them were laid wooden rails, about six inches square and ten or twelve feet long, which were fastened to the stones by means of a piece of flat iron shaped like the letter L, which was fastened to the stone by means of a spike driven into the wooden plug through a hole in one extremity of the iron and another spike driven into a wooden rail through another hole at the other extremity. The stones were placed about three feet apart and each stone had two of these iron attachments, one on each side of the rail. Bars of flat, iron-like tire, were spiked on top of the wooden rails, and thus completed the structure. The great defect in the road was the want of something to keep the rails from spreading apart, and it was soon discovered that the only way to remedy this was to resort to the use of ties extending from one rail to the other, and to which both rails were fastened, as on modern roads.

The railroad was 16.19 miles long and was finally completed in February of 1832. *Niles' Register* of March 3, 1832 records that:

> The Frenchtown and New Castle Railroad was opened for transportation of persons and goods on Thursday last. It may and will be very rapidly traveled by steam-power because of its extraordinary straightness. One of the coaches built to run upon it by the famous Imlay of Baltimore, may well be called a traveling 'palace,' because of its conveniences, and it will comfortably seat fifty persons inside and out. The length of the road is sixteen and one-half miles; present time of traveling it, one hour and thirty-five minutes, including a change of horses.

The palatial passenger car mentioned was probably the *Red Rover,* part of the company's second order for rolling stock. Five other cars were built for the New Castle & Frenchtown by Imlay named *Delaware, Annapolis, Dover, Brandywine,* and *Wilmington.* The original equipment was ordered from a Mr. Steever of Baltimore on May 13, 1831 at a cost of $1,100. It consisted of three cars very similar in design to stage coaches of the period. Only two of these were delivered, however. Two small open cars were also built by Steever for use in freight service. Also on the roster was a construction car called *The Stranger.* This car was bought for $600 from Isaac Cooper, who had contracted to build a part of the road.[5] The first passenger cars were drawn by a single horse. Glasgow and "Bear Tavern" (now Bear) were the relay stations where horses were changed. A station was later established at State Road, west of New Castle.

This photograph shows the abandoned roadbed between U. S. Route 213 and the Elk River as it appeared about 1924. Except for a short segment upon which a secondary road has been constructed, the right-of-way is no longer this easy to follow. (Robert J. Barkley)

On August 1, 1832, the New Castle & Frenchtown Rail Road's first steam locomotive arrived from England. Matthias Baldwin of Philadelphia, who had built a fine reputation for mechanical ability, was employed for the task of assembling it. Although Mr. Baldwin went on to become the country's most prominent engine builder, this was his first experience with a real steam locomotive. He had previously built a model steam locomotive for the Peale Museum, but in assembling the engine for the New Castle & Frenchtown, considerable difficulty was encountered.

The ruins of a stone arch culvert between U. S. Route 213 and the Elk River were still standing after 65 years of neglect, a tribute to the builders' workmanship. (Robert J. Barkley)

Mr. Baldwin sent one of his assistants, a gentleman named Swanson, and erected a shop at New Castle for the purpose. After more than a month had been spent in it, officials of the company looked in to see how the work was progressing. They found that Mr. Swanson was making detailed drawings of each of the parts to be sent to Mr. Baldwin. Mr. Baldwin is believed to have patterned the first locomotive which he himself built, the *Old Ironsides* for the Philadelphia, Germantown and Norristown Railroad, substantially on the New Castle & Frenchtown engine. In due course the engine was placed in working order and christened *Delaware*. Her first trip was made on September 10, 1832. With the placing of the *Delaware* in regular service, the New Castle & Frenchtown became one of the very first railroads in the country to operate scheduled passenger trains drawn by a steam locomotive.[6]

Niles' Register of 1832 mentions that:

> Col. Long's locomoter, on the New Castle and Frenchtown Railroad, is highly spoken of. It lately performed 27 miles in 2 hours, the whole weight moved being ten

> tons—performing three of these miles in 7¼ minutes. The engine and its appurtenances weigh 3 tons. This was the first trial, and is equal, or superior, to any of the English performances.

Col. Long was a locomotive designer and his engine was tested on several railroads. It's doubtful, however, that the feats attributed to this engine took place on the New Castle & Frenchtown, as local sources indicate that on its first trip it broke down after having traveled only about one-half mile west of New Castle and that its cars were pushed back by hand. The New Castle & Frenchtown, due to the failure of this trial and its earlier difficulty with having the *Delaware* assembled, lost confidence in American builders. The company requested of Congress that the heavy import duties imposed on locomotives ordered from abroad be removed. The request was not honored and brought forth angry rebuffs from those who defended the competence of American locomotive manufacturers.

The New Castle & Frenchtown's next two locomotives were built, as had been the *Delaware,* by the famous English firm of Robert Stephenson and Company. They arrived only a short time later in 1832 and were named *Maryland* and *Pennsylvania.* The *Maryland,* it appears, was later rebuilt and renamed *Phoenix.* They were followed in 1833 by the *Virginia,* another Stephenson-built engine. In 1834 the New Castle & Frenchtown acquired its first domestically produced locomotive. She was built by Mr. E. A. G. Young, founder of the New Castle Manufacturing Company, in the railroad shops at New Castle and was named, appropriately, *New Castle.* The *Comet* was the next locomotive added to the company's roster. She was probably a Stephenson engine and was placed in service in 1835.[7]

The remains of the wharf at Frenchtown were still visible in 1924. It's difficult to imagine that large steamboats once docked here. (Robert J. Barkley)

The use of steam power eventually enabled the trip between the Delaware and Elk Rivers to be made in about an hour. Greater speeds were easily possible, but considered dangerous in that day. When the *Delaware* was first placed in operation, the company's directors ordered the engineer not to make the trip in less than an hour and fifteen minutes, about twelve miles per hour. Many thought that even this was too fast and wanted the speed reduced. When placing locomotives in regular service it was found that their weight made necessary the reconstruction of the road with iron rails, again quoting for Johnston, "hollow and shaped like two capital L's with the horizontal part of one of them reversed and the upper parts of the two letters joined, ⊓. These rails were fastened to the wooden sleepers by spikes driven through holes in the rails."

The novelty of using steam for motive power was successfully employed in the company's advertising to encourage patronage of the line. In the *Delaware Gazette* of March 26, 1833 appeared this announcement:

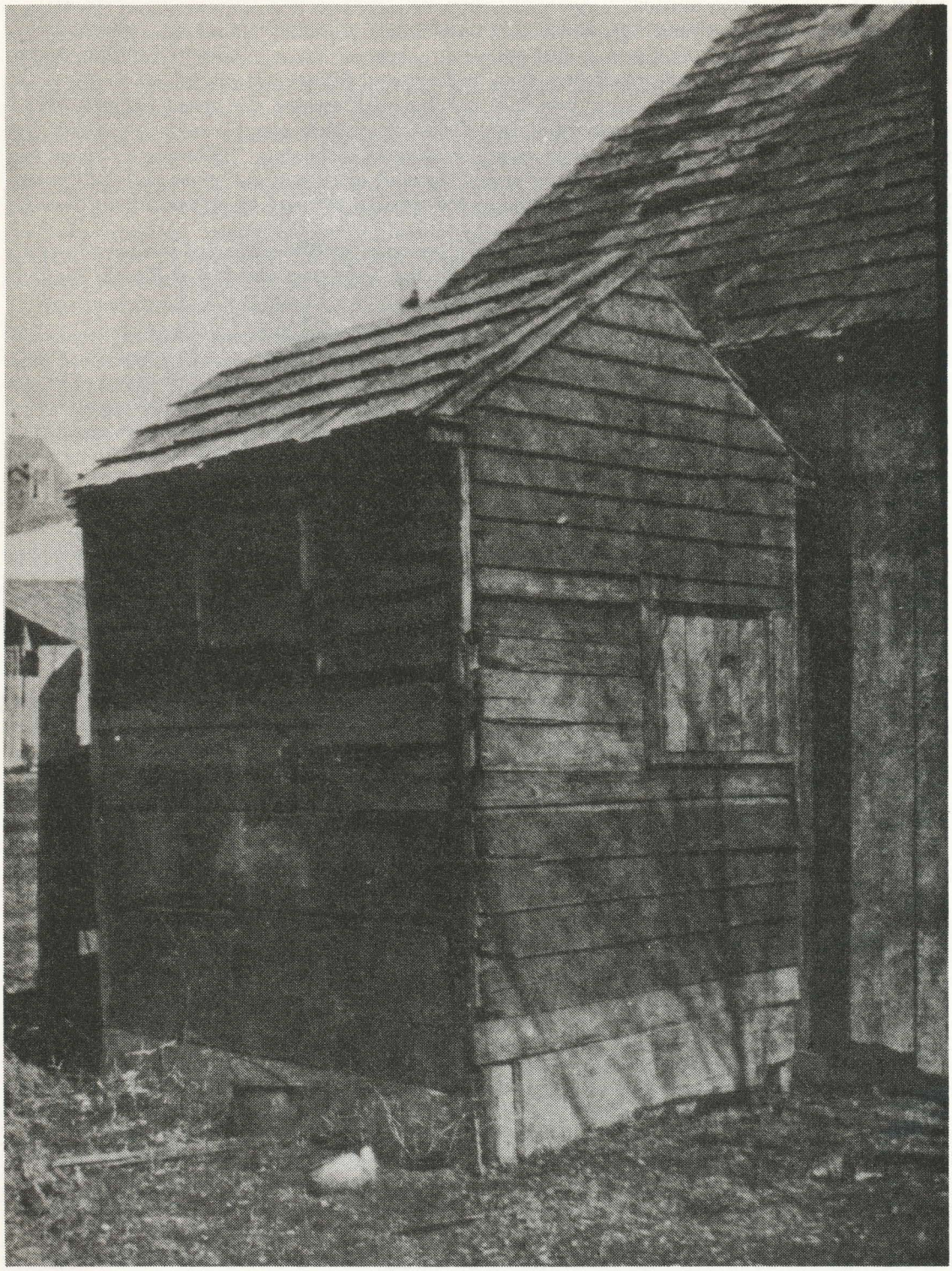
> Passengers for Baltimore and those wishing a pleasant and novel excursion are respectfully informed that a train of cars drawn by Locomotive Engines leave New Castle immediately on the arrival of the Steam Boat from Philadelphia, about half past eight A.M., for Frenchtown, where passengers take a steam boat and are landed at an early hour in the afternoon at Baltimore. Return train arrive at New Castle about 1 o'clock, P.M. Fare from New Castle to Baltimore, $3.25.
>
> John D. Byrd, Agent.

The New Castle & Frenchtown not only pioneered in railroad construction and the use of steam engines, but also in the use of signals. When the new form of motive power was introduced, a method was devised to quickly relay messages along the line. Six poles, 25 to 30 feet high, were placed at intervals of about three miles the length of the road. As the train left a terminal a white flag was hoisted, a black flag if it was late or became disabled. This was observed by an employee at the next intermediate point through the use of a telescope and a corresponding flag was run up the pole. This was repeated at the next point and so on down the line, so that news of the train's departure reached the other end in a very short time. Another duty of the men stationed at these intermediate points was to walk along the track between trains and pound the iron strap back down on top of the rail wherever it might have sprung up. These "snake heads" were a frequent cause of derailment. At New Castle, instead of a pole and flags, frames covered with black or white muslin were hoisted on the courthouse steeple. An improved version was introduced about 1837. The flags were replaced with black and white "balls," about the size and shape of a small barrel. These were the earliest examples of the familiar old ball signal. Although this first primitive "signal system" did not provide for the governing of train movements, it was, nonetheless, an important development.[8]

Still another "first" is credited to the New Castle & Frenchtown. Before the invention of steam whistles, it's said that one of the engineers learned to raise the safety valve on top of the locomotive, allowing steam to escape with a sudden loud hissing sound. This was used to warn those along the road of the train's approach.[9]

For more than two decades the New Castle & Frenchtown Rail Road continued in regular operation in conjunction with the Union Line of steamboats from Frenchtown to Baltimore and from New Castle to Philadelphia. As originally intended, it provided a link between Baltimore and points south and Philadelphia and points north. The Chesapeake & Delaware Canal, completed in 1829, captured most of the freight traffic along this route, as the expense and delay of transferring cargo from vessel to rail car and back was avoided. However, the New Castle & Frenchtown route provided speedier service for passengers and managed to hold the lion's share of that business until superseded by the all-rail route of the Philadelphia, Wilmington and Baltimore Railroad. The P. W. & B. acquired the New Castle & Frenchtown in 1840 and assumed operation of the line in 1843. The P. W. & B. also purchased the Union Line in the early 1850's and operated the connecting steamboats for a few years before discontinuing the service.

In 1852 the P. W. & B. completed the New Castle and Wilmington Railroad and work began on the Delaware Railroad commencing at a point on the New Castle & Frenchtown west of Bear



This photograph shows the building believed to be the original New Castle & Frenchtown ticket office prior to its restoration in 1908. (Post Card from Caley Historical Post Card Collection — Smyrna, Delaware)

which became known as Delaware Junction. Soon thereafter, the portion of the New Castle & Frenchtown west of Delaware Junction fell into disuse. Virtually all of the traffic moving between Philadelphia and Baltimore had been diverted to the P. W. & B. Only the line east of Delaware Junction was needed to form a connection between the Delaware Railroad and the New Castle & Wilmington. In 1857 the westernmost nine miles of the New Castle & Frenchtown were abandoned and the tracks removed.[10] Eventually, another mile of the original 16 miles of the New Castle & Frenchtown was also abandoned, this the line from the wharf on the Delaware River through New Castle to the junction with the New Castle & Wilmington on the western side of town. The New Castle & Frenchtown Rail Road retained its separate corporate identity until 1874 when it was merged into the Delaware Railroad.[11] Six miles of the original right-of-way are still in use as part of the Delmarva main line.

In 1845 a new wing was added to the western side of the courthouse in New Castle. Its foundation was laid using some of the original stone sleepers of the New Castle & Frenchtown Rail Road. A few of the old stone blocks were also stacked nearby to form a small monument to Delaware's first railroad.

Also in existence is what is, according to tradition, the original ticket office at New Castle. If tradition is correct, it would closely rival Mt. Clare in Baltimore for the title of oldest railroad station in the United States. The building, supposedly constructed in January of 1832, rested on the property of the Reading Company near New Castle until 1908.[12] At that time it was bought by the Pennsylvania Railroad, repaired, and used as a crossing watchman's box.[13] At the present time it has been nicely restored and moved to its original site near the entrance to The Battery from The Strand (Front Street), in New Castle, where its future preservation seems assured. Fortunately, the same can now be said for the railroad.

FOOTNOTES

1. Wilson's *History of the Pennsylvania Railroad Company* provides the corporate history of the predecessor companies of the New Castle & Frenchtown Rail Road.

2. That the turnpike was completed by 1818 is inferred from other sources, but has not been established.

3. Scharf's *History of Delaware* provides data pertaining to dates, finances, and legislation concerning the New Castle & Frenchtown Rail Road. It is in agreement with several other sources, including Wilson, on key points, so there would seem to be little question of its accuracy.

4. An interesting and very thoroughly researched account of the New Castle & Frenchtown Rail Road is to be found in an unpublished manuscript by Mr. Alexander B. Cooper of New Castle titled *The History of New Castle, Delaware.* It was this source which was used to clarify the question of when the railroad was "opened."

5. *Ibid.*

6. Cooper and other sources are in agreement on the September 10 date for the first trip of the locomotive, although Mr. Cooper provided the most detailed information concerning its arrival and assembly. The New Castle & Frenchtown was not the first railroad to operate regularly-scheduled, steam-powered passenger trains, that honor falling to the South Carolina Canal and Railroad Company on December 25, 1830. However, a number of sources mention the New Castle & Frenchtown as one of the first to do so.

7. Information concerning the locomotives of the New Castle & Frenchtown is drawn from Cooper's manuscript, White's *American Locomotives,* Bulletin No. 18 of the Railway and Locomotive Historical Society, which contains an article reprinted from *Railway and Locomotive Engineering* of January, 1922 concerning the New Castle Manufacturing Company, Bulletin No. 13 which includes the 1838 report of Knight and Latrobe, Bulletin No. 101 which gives a roster of the New Castle & Frenchtown locomotives as part of a group of early railroad locomotive rosters, and other sources.

There is a question as to whether it was the *Phoenix* or the *Pennsylvania* which was originally named *Maryland.* The roster in R. & L. H. S. Bulletin No. 101 says it was the *Pennsylvania,* but white, on page 257 of his work, shows a drawing of the engine, builder's No. 28, which he believed to be the *Maryland.* Other sources, when reading between the lines, would tend to confirm this assumption, although it is

nowhere directly stated. Cooper, for instance, found mention of the *Maryland* made after the *Pennsylvania* in the company's records.

Also, sources disagree on whether the *Comet* was built by Stephenson or Young. However, Knight and Latrobe were on the scene and talked to company officials, so it would seem reasonable to accept their report that she was of Stephenson manufacture. However, company records in 1835 indicate that a locomotive and tender built by A. & G. Ralston was expected soon from Liverpool, England and this may have been the *Comet.*

8. Information concerning the New Castle & Frenchtown's signal system is drawn from Cooper's manuscript and Johnston's *History of Cecil County.*

9. Wilson says that this occurred on the New Castle & Frenchtown. However, the only other mention of this that could be found in any source had it taking place on the P. W. & B.

10. Mr. Hugh R. Gibb, Historian of the National Railway Historical Society, states that the track west of Delaware Junction was definitely removed by 1857. *Interstate Commerce Commission Valuation Reports,* Volume 23, p. 348, Docket No. 903; Philadelphia, Wilmington & Baltimore Railroad states that the line was officially abandoned on November 30, 1859.

11. Scharf, P. 429.

12. The Wilmington & Northern Branch of the former Reading Railroad extended to Pigeon Point, Delaware, just north of New Castle.

13. Cooper, writing in the 1920's, believed that this was the "real McCoy" and so, apparently, did the Pennsylvania in 1908. A number of other sources since then have not doubted the building's authenticity. The building appears to conform with the specifications found in company records pertaining to the structure which was built in 1832. However, Hugh R. Gibb, Historian of the National Railway Historical Society, has this to say about the supposed New Castle & Frenchtown "ticket office:"

I would take that with a grain of salt. In my opinion it is a late 1880's crossing watchman's box substituting for the real thing. No one can give me a plausible explanation as to where it had been all of those years before being "restored." Of course my theory is not popular in New Castle.

CHAPTER III

The Great "Humbug" Railroad

As soon as the importance of railroads and their possibilities had been demonstrated, the citizens of the different jurisdictions of the Peninsula entered into a race. Prosperity would come to the area which was first able to build a railroad. Geography dictated the need for only one major route of commerce running north and south through the region.

The Delaware Railroad was chartered in 1836 to accomplish this by building a line south from the New Castle & Frenchtown Rail Road to the southern border of the state. Also with this in mind, the State of Virginia chartered a railroad in 1836 to "run from some point near Cherrystone, in Northampton County, to some point in the County of Accomac on the dividing line between Virginia and Maryland, and thence, with the consent of the states through which the road shall pass, to some point on or near the Delaware River or bay, and thence to some point not above the city of Philadelphia . . ."[1]

An even older charter belonged to the Eastern Shore Rail Road which dated all of the way back to 1833.[2] At this time, Eastern Shoremen were up in arms over their treatment at the hands of the government in Annapolis. Considerable money had been spent by the state to aid the Baltimore and Ohio Railroad and the Chesapeake and Ohio Canal, but none for the benefit of the Eastern Shore, which at that time contained fully a third of the state's population and wealth. When the indignation of Shoremen had reached its height, overtures were made by neighboring Delaware to the Maryland Eastern Shore counties to join that state.

A measure introduced in the Maryland Legislature providing for the Eastern Shore to secede from the Old Line State and join Delaware was defeated by a single vote, although it is certain that the vast majority of Shoremen supported the move. However, the legislators from the Western Shore apparently took heed of the strong sentiments felt on the Eastern Shore when the so-called "Eight Million Dollar Bill" was passed on June 3, 1835. It provided subsidies for six new railroads in different parts of the state, including a one million dollar allotment for the Eastern Shore Rail Road, half of its anticipated cost. Although this was hailed with much jubilation on the Shore, the bonded indebtedness of the state was vastly increased which was, in part, the cause of serious financial difficulties in the near future.[3]

Pursuant to its plan for encouraging construction of rail lines throughout the state, the Maryland Legislature of 1835 adopted a resolution providing for the appointment of commissioners to survey and estimate the cost of a railroad running from some point in Cecil County roughly parallel to the Delaware-Maryland line through the Eastern Shore of Maryland to the southern part of Somerset County with a diverging line to the Virginia border. Lieutenant Colonel James Kearney of the U. S. Topographical Corps was appointed engineer and began an inspection of the terrain to be covered. His route extended from Somers Cove on the Little Annemessex River, through Princess Anne, to the Nanticoke River at a point only 73 yards from the Delaware boundary. From there the line would extend to Greensboro on the Choptank River, through Millington on the Chester, a little to the east of Sudler's Cross Roads, across the Sassafras west of Georgetown, and to the head of the Bohemia River. After crossing the Chesapeake & Delaware Canal, the railroad would continue through the so-called Feeder Valley and terminate at a junction with the Wilmington and Susquehanna Railroad (later part of the Philadelphia, Wilmington and Baltimore) at a point known as Red Hill.

Surveys and estimates were completed on November 16, 1836. The line was to be 118 miles in length with an additional steamer route of 85 miles to Norfolk. Col. Kearney estimated the cost, exclusive of steamboats and rolling stock, at $1,024,378.62, almost $8,700 per mile.[4]

This was in no way intended to be a local railroad as we can see in this excerpt from Col. Kearney's glowing report:

> From the Gulf of Mexico, roads are in contemplation, or are already undertaken, the prolongation of which must be through the principal towns of the interior of the

states of Georgia and the Carolinas towards the western termination of the Portsmouth and Roanoke Railroad.

It is ascertained that the travel last year between Charleston and Savannah and the northern cities alone, amounted to between 50,000 and 60,000 passengers. The contemplation of this great number is alone sufficient to convey to us some idea of the multitides who throng to the north, from the vast regions of the south and west, the greater part of whom, undoubtedly, would prefer to travel by railroads, and who, as I have shown, would be conducted by them directly towards your road. Whether, on arriving at the Roanoke River, the choice being before them of the route by Richmond and Potomac Creek (through Washington); or by Norfolk and the Chesapeake Bay to the Frenchtown Railroad; or of your road by the bay and peninsula, is a question which the friends of the Eastern Shore Railroad will willingly leave to the decision of the traveler.

The Portsmouth and Roanoke Railroad was already in operation, connecting the Norfolk area with western Virginia. With all of these passengers arriving at the mouth of Chesapeake Bay in need of transportation north, Col. Kearney felt that the Eastern Shore Rail Road could easily become one of the great arteries between the North and South.[5]

However, no exact route was specified by the commissioners, who felt that this responsibility should be left to the board of directors once the company was organized. Subsequently, the Legislature passed an act incorporating the Eastern Shore Rail Road Company. The capital stock was to be $2,000,000 in shares of $100, half of which was to be reserved for subscription by the state. Books for individual subscriptions were opened at various points on the second Monday in November of 1836.

The early 1830's were a period of tremendous growth as America emerged into the modern world. Mechanization was replacing manual labor and rail transportation began to nudge aside reliance on the horse. Unfortunately, this growth got out of hand with too rapid industrial expansion and over extension of credit. About 1836, foreign investors, as well as some domestic financiers, became alarmed and withheld their capital. Credit was tightened. This caused a ripple effect throughout the economy which resulted in the Panic of 1837. The state during this period depended heavily on income from stock held in private companies. The depression of business activity and earnings made it impossible for the state to meet its obligations. A delegation was sent to Europe for the purpose of negotiating a loan of eight million dollars for the state's internal improvement projects, but failed to enlist any support there.

Some progress on the railroad was made despite the uncertainty of its financial backing and between May and December of 1838 engineers had readied 40 to 50 miles at the southern end of the line and 12 to 15 miles at the northern end for construction. The original route was departed from somewhat in that the junction with the Philadelphia, Wilmington & Baltimore Railroad was to be across the Elk River at the Elkton depot. The line through Somerset County had been shifted to the east, so that it passed Princess Anne on that side rather than the west. A second route was surveyed for the central portion of the line which ran to the east of the original route, nearer the Delaware border. Still a third route was considered, running between the other two. A route was also surveyed for a branch to Easton and Centreville.

In 1838, General Thomas Emory, one of the railroad's original commissioners and most enthusiastic supporters, was elected president of the Eastern Shore Rail Road Company. The directors had intended to push construction south from the P. W. & B. junction, allowing that portion of the line to be immediately put to use. In President Emory's report of December 16, 1838, he writes that

When seventy miles or thereabouts were done, it would bring us to the Nanticoke River, when it might by means of steamboats from thence to Norfolk, be at once put in successful and profitable operation as it would embrace the great northern and southern travel and the company receive profit from the road before the time would arrive for the payment of interest to the state; and thus, working on the road further south, securing its success and final completion to the better navigation of the

> Annamessex River, almost beyond the possibility of failure and without requiring additional funds.

However, due to

> . . . the jealous fears of the stockholders at the southern extremity of the road who apprehended that the road might be permanently stopped at the Nanticoke River, it was thought best for the interest of the work after these views had been urged to agree, for the purpose of obviating these apprehensions and removing these distrusts and to aid if possible the stock-holders in that quarter that the road throughout the whole line should be put under contract for graduation.

If all went well, though,

> . . . we may expect to have soon on our much neglected and misrepresented Eastern Shore one of the straightest, most level, cheapest and most profitable roads to be found on the face of the globe. Then our Shore instead of being torpid during the winter months and paralyzed by this torpidity throughout the year will be the scene of business and activity and assume that position in the country which the mildness of her climate and the natural, productive power of her soil entitle her to hold.

Accordingly, in 1839 the entire railroad was put under contract for clearing, grubbing, excavation, and embankment work. The Legislature passed a resolution providing for a $200,000 payment to be made to the road, conditioned upon the payment of a matching sum by the company's stockholders, a payment which was not likely to be forthcoming.

In a speech before the House of Delegates on April 4, 1839, Mr. William Handy of Somerset County addressed the issue being debated by the body of whether or not to release private stockholders from their subscriptions to the Eastern Shore Rail Road Company. It seems, he stated, that the state had agreed to pay one-half of the two million dollar cost originally estimated for the railroad to be built. However, when the estimate was later revised downward to $1,255,400, the private stockholders expected to pay only $255,400 of this amount. The company's first president, Judge Littleton Dennis Teakle of Princess Anne, had purchased a large block of the company's stock and could elect six of its eleven directors. It was later discovered that Judge Teakle was broke and that this stock was to be paid for out of proceeds from contracts which the Eastern Shore Rail Road had made for use of land belonging to Judge Teakle's daughter and with him as the company's agent. Judge Teakle had subsequently been ousted from the presidency. Due to the unfortunate circumstances surrounding the Eastern Shore Rail Road, many subscribers were failing to make good on their pledges and even some of the directors had forfeited their stock. A move to release them from their subscriptions was opposed by Mr. Handy. He had publicly called the Eastern Shore Rail Road project a "humbug" from its inception, saying that it was a waste of money. Even so, he favored holding the stockholders to their subscriptions and completing the railroad rather than have the funds that had already been spent go for nothing.

The bright prospects set forth in President Emory's report were, unfortunately, not to come to pass as far as the Eastern Shore Rail Road was concerned. After a measure of confidence had been restored following the Panic of 1837, there was a complete relapse in 1839. The state's budgetary problems worsened still further and internal improvement projects suffered as a result. The adverse economic conditions acted to dry up private capital investment in the project. Work on the railroad came to a virtual halt. It was urged by some that construction be pressed to forestall efforts being made to have the original appropriation taken away. However, Gen. Emory and Col. Kearney were away and those left in charge did not share the prevailing fears that the action would be taken.

In a message to the Legislature in 1840, Governor Grason said, "The state subscribed one million dollars to the Eastern Shore Railroad on the condition that other bona fide subscriptions should be made to a sufficient amount to complete the road. No new contracts have been made since last winter and the work has been suspended throughout the line except a small portion of it in Somerset County." In that year the House of Delegates passed a resolution

revoking the authority to make any subsequent payments. Even though the Senate at first rejected this move, the Eastern Shore Rail Road had been struck a fatal blow.[6] The project was never resumed in its original form, which envisioned a line entirely within the borders of the State of Maryland. Even though the Delaware and Virginia proposals collapsed without getting as far, the Eastern Shore Rail Road was a loser in the race. Philadelphia capital stepped in some years later to complete the Delaware Railroad.

Had the Eastern Shore Rail Road been finished, a good portion of the Peninsula's trade may well have been drawn to Baltimore via Elkton, rather than to Philadelphia by way of Wilmington. The Delmarva main line would be in Maryland and with it probably much development and industry now located elsewhere. In the way of speculation, since the Eastern Shore Rail Road's route passed considerably west of Salisbury and near present day Mardela, would these two towns have to some extent exchanged their roles? Ironically, the Eastern Shore Rail Road's charter was revived years later to connect with the Delaware Railroad and reach its original goal. Also, the state's appropriation was parceled out to the various Maryland Eastern Shore counties to aid in the construction of branch roads to connect with the Delaware main line.

Quite a bit of work was actually done on the Eastern Shore Rail Road before the project was abandoned, particularly on the southern end of the line. Mr. John E. Jacob, Jr. of Salisbury recalls that, as a boy, he was shown a depression in the heights of the trees on the farm of relatives near Quantico, marking the path which had been cut through the forest for the railroad almost a century before. Bridge abutments remained in place on some creeks in Somerset County for many years. However, these traces are becoming increasingly difficult to spot. About the most tangible reminder is "Old Railroad Road" which runs from a point near the cornerstone of the Mason-Dixon line to the vicinity of Hebron and which, according to local tradition, follows the original roadbed of the Eastern Shore Rail Road.

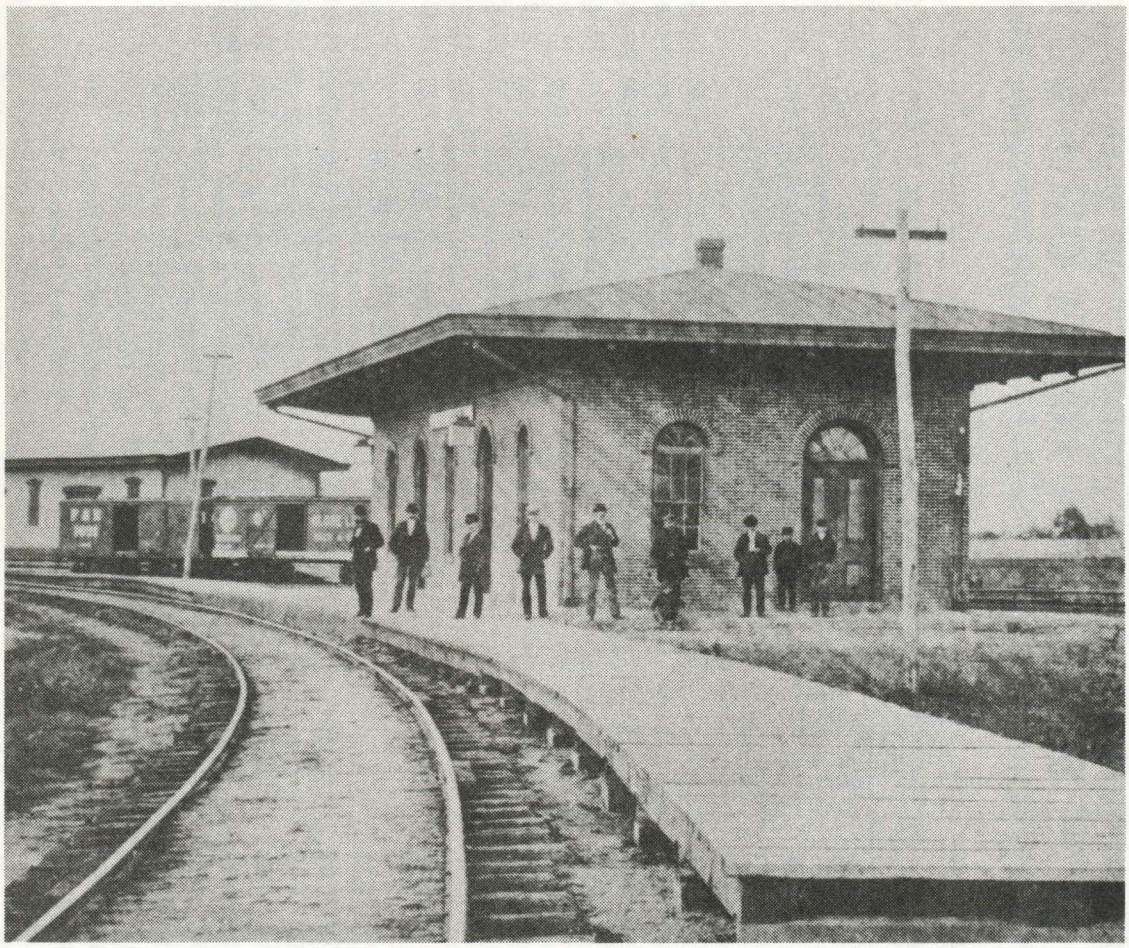
FOOTNOTES

1. Clarke, p. 589.
2. Poor's *History of the Railroads and Canals of the United States of America* lists a charter granted to the Eastern Shore Rail Road in 1829. One or two other sources give the year 1836. All other sources give 1833 as the year in which the charter was granted.
3. Buse, p. 68-69.
4. Emory, p. 548.
5. Burgess and Kennedy, p. 398-399.
6. Emory, p. 549-552.

CHAPTER IV

The Delaware Railroad, Backbone of Delmarva's Rail System

The key to the future of Delmarva railroading would be held by the first company to build a line down the center of the Peninsula, making subsequent roads tributary to it. As soon as major rail construction became practical, there were several projects intended to accomplish this. In 1836 the Eastern Shore Rail Road was begun with the purpose of running a railroad through the Eastern Shore of Maryland, while in the same year there was a railroad proposed to run through the Eastern Shore of Virginia and north through Delaware as far as Philadelphia.



This view of the station at historic New Castle, Delaware is one of a series of photographs made from stereoptican cards given to the State of Delaware by Mr. Robert J. Barkley. They date from the 1870's and are an immensely valuable historic record. (Delaware State Archives, Dover, Delaware)

On June 20, 1836 the Delaware Railroad was chartered with authority to build a railroad "from any point on or near the Wilmington and Susquehanna Railroad, or the New Castle and Frenchtown Railroad, to the southern line of the State, in a direction toward Cape Charles, with full power to construct lateral branches to Lewes, Seaford, or any other points or places within

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY.

DELAWARE, NEW CASTLE & FRENCHTOWN, AND NEW CASTLE & WILMINGTON RAILROADS

THE TABLE No. 5, TAKES EFFECT MONDAY, Nov. 18th, 1861.

TRAINS MOVING NORTH.

WILMINGTON TIME.	No. 1. Pass'ger.	No. 2. Freight.	No. 3. Pass'ger.
	A. M.	P. M.	P. M.
Leave Salisbury,		2.35	
" Williams' Sideling,		2.45	
" Delmar,		3.00	
" Laurel,		3 25	
" Broad Creek,		3.33	
" Seaford,		3.55	
" Cannon's Crossing,		4.08	
" Bridgeville,		4.26	
" Greenwood,		4.46	
" Farmington,		5.06	
Arrive Harrington,		5.18	
Leave Harrington,		5.45	5.23
" Felton,		6.20	5.38
" Canterbury,		6.30	5.44
" Camden,		6·55	5 58
" Dover,	9 00	7.45	6.13
" Mooreton,	9.12	8 05	6 25
" Smyrna,	9.25	8.40	6.38
" Blackbird,	9.40	9.05	6 53
" Townsend,	9.47	9.20	7.00
" Middletown,	10.07	10.05	7.18
" Mount Pleasant,	10.18	10.20	7.28
" St. George's,	10.33	10.45	7.40
" Bear,	10.43	11.05	7.51
Arrive New Castle,			
Leave New Castle,	11.00	11.50	8.10
" Hare's Corner Siding,			
" New Castle Junction,	11.10	12.15	8.22
" Harlan's			
Arrive Wilmington,	11.18	12.25	8.30

Trains on the P., W. & B. Railroad, due at New Castle Junction, Moving North.

Through Freight. No. 14.	Express Mail. No. 9.	Express Mail. No. 11.	Way Freight. No 10	Night Mail. No. 12.	Express Mail No. 13.
A. M. 2.58	A. M. 11.24	P. M. 4 07	P. M. 4.36	P. M. 8.37	P. M. 9.44.

TRAINS MOVING SOUTH.

WILMINGTON TIME.	No. 4. Freight.	No. 5 Passen'r	No. 6, Passen'r.
	A. M.	A. M.	P. M.
Leave Wilmington,	5.00	9.37	5.20
" New Castle Junction,	5.10	9.45	5.28
" Hare's Corner Siding,			
Arrive New Castle,			
Leave New Castle,	6.00	10.04	5.47
" Bear,	6.30	10.19	6.02
" St. George's,	7.00	10.33	6.17
" Mount Pleasant,	7.20	10.44	6.30
" Middletown,	8.05	11.00	6.46
" Townsend,	8.25	11.10	7.00
" Blackbird,	8.35	11.15	7.05
" Smyrna,	9.25	11.30	7.20
" Mooreton,	9.45	11.43	7.33
Arrive Dover,			7.45
Leave Dover,	10.28	12.00	
" Camden	10.45	12.08	
" Canterbury,	11.05	12.20	
" Felton,	11.20	12.27	
Arrive Harrington,	11 40	12.40	
Leave Harrington,	12.44		
" Farmington,	1.00		
" Greenwood,	1.18		
" Bridgeville,	1.40		
" Cannon's Crossing,	1.52		
" Seaford,	2.15		
" Broad Creek,	2.27		
" Laurel,	2.40		
" Delmar,	3.00		
" Williams' Sideling,	3 07		
Arrive Salisbury,	3.18		

Trains on the P., W. & B. Railroad, due at New Castle Junction, Moving South.

Night Mail. No.7.	Express Mail. No. 1.	Way Freight. No. 2.	Morning Mail. No. 3.	Express Mail. No. 4.	Through Ft., No. 6.
A. M. 12.14	A. M. 4.30.	A. M. 6.34	A. M. 8·30	P. M. 12.47	P. M. 7.20.

The Clock in the Ticket Office in Wilmington is the standard of Time. Conductors and Enginemen must compare their Watches with it upon their arrival and departure with Trains, and with each other upon the meeting of Trains.

MEETING OF TRAINS.

No. 1 will meet No. 4 at Smyrna and No. 5 at St. George's.
No. 3 will connect with No. 2 at Harrington, (waiting if necessary,) and meet No. 6 at Townsend.
No. 2 will meet No. 4 at Delmar, connect with No. 3 at Harrington, meet No. 6 at Dover, and Baltimore Night Mail (No. 7,) at N. C. Junction.
No. 4 will meet No. 1 at Smyrna, meet No. 2 at Delmar, and connect with No. 5 at Harrington, (waiting if necessary.)
No. 5 will meet No. 1 at St. George's and connect with No. 4 at Harrington.
No. 6 will meet No. 3 at Townsend, and No. 2 at Dover.

JUNCTION and BREAKWATER RAIL ROAD.

Ft. & Pass'ger daily, except Sundays leave Milford 4.58 P.M. Arrive at Harrington 5.18 P.M.

Fr't & Pass'ger leave Harrington daily, except Sundays 12.50, Arrive at Milford 1.10 P.M.

SPECIAL REGULATIONS.

1—Of the trains arranged to meet, as above, train No. 2 will wait thirty-five minutes for No. 6, No. 4 will wait thirty-five minutes for No. 1, No. 5 will wait thirty-five minutes for No. 1, No. 6 will wait thirty-five minutes for No. 3. Reckoned in each case from the leaving time of preferred train at the point where the waiting occurs.

2—In cases of detention, No. 1, if delayed, must keep out of way of No. 6. Any Train going North detained over night must keep out of the way of regular trains going South next day. Milford train will wait at Harrington for trains from Wilmington. Train No. 3 will wait at Harrington, if necessary, for train from Milford. No. 4 if late must keep out of the way of No. 5, at and above Dover. But if No. 4, though late, can leave Dover ahead of No. 5, No. 4 may proceed to Harrington ahead. In which case a man must be left to inform Conductor of No. 5, who will proceed cautiously. When trains on P. W. & B. R.R. are delayed, and no special orders are received, Delaware trains Nos. 5 and 6 will wait at Wilmington indefinitely, for the arrival of trains from Philad'a. with which they respectively connect.

3.—All New Castle or Delaware R. R. trains, running to or out of Wilmington, must proceed with great caution between Wilmington and New Castle Junction,—*extra* trains or engines *especially*.

4.—Regular passenger and freight trains to and from N. C. & Wilm. R. R. must be kept out of the way of regular *passenger* trains of P. W. & B. R. R., *except* that Delaware trains Nos. 4, 5, and 6 have the right to the road from Wilmington to New Castle Junction against *delayed passenger trains coming north* on Baltimore Road for fifteen minutes from the leaving time of No. 4, 5, or 6 (as the case may be) at Wilmington, but no longer. *Also except* that a regular Delaware passenger or freight train *going north* may proceed from New Castle Junction into Wilmington, without waiting for a Baltimore passenger train *going north* that may be due, after stopping and ascertaining that such Baltimore passenger train is not in sight or hearing.

5.—Regular passenger and freight trains to and from N. C. & Wil R.R will have the right to the road between Wilmington and N. C. Junction, against all *freight trains* of P. W. & B. R. R., *except* that Delaware train No. 3, if delayed so much as to be unable to reach Wilmington by 8 50 P. M., must keep out of the way of Baltimore Through Freight going south (No. 6.) after that time.

6—No train will leave a Station before its Card Time.

7—A Train waiting must in all cases allow *five* minutes for variations of Watches, but a Train waited for must in no case presume on such allowance.

8—A preferred train, when behind time, and failing to reach a meeting place within the time allowed, will give way to opposite train till the latter is *one hour* behind its card time, after which, a meeting not occuring, the preferred train will again acquire the right of way and will proceed at the rate of twenty miles to the hour, if a passenger, or twelve if a freight train; a sharp look out being kept, and men at the brakes. Whenever it becomes two hours behind its card time, it will only proceed very cautiously with signalman a head according to Rule 39, page 28, "Rules and Regulations."

9—A train opposed to a preferred train, after waiting the time specified in these regulations without being passed, will have the right of way, and will proceed cautiously at the rate of *twenty* miles to the hour, if a passenger or twelve if freight train.—When it becomes *one hour* behind its card time it will again give way to preferred train, and after waiting till two hours from its card time, and not meeting the same, it will proceed very cautiously, according to Rule 39, page 28, of "Rules and Regulations," till a meeting occurs.

10—Enginemen, Conductors, Brakemen, and Baggage Masters are required to keep a sharp Look-out for Signals at Drawbridges, at New Castle Junction, and at the Junction of the New Castle and Wilmington, and New Castle and Frenchtown roads, near New Castle.

11—Brakemen must be in the immediate vicinity of the brakes at all times when the Train is in motion.

12—Conductors and Enginemen are required to report promptly any defect they may discover in the track, to the Roadmaster; and if serious, or of long standing, to the Superintendent also.

13—No train will pass the New Castle Junction faster than ten miles an hour, nor the Canal Bridge faster than six miles an hour. Caution must also be used in passing all Pile and Trestle Bridges.—Enginemen are expected to use judgment in running between stations, and to run slowly enough not to be obliged, in ordinary cases, to keep their train waiting for its leaving time, after its business at any station is done.

14—Freight Conductors will take no Cars or Trucks into their train which are not in their judgment safely loaded and coupled,—and will particularly examine lumber, wood and timber on Platform Cars or Trucks with reference to this. Wooden couplings must in no case be used for Timber Trucks or Cars, except such couplings are substantially ironed at the ends.

15—A red flag by day, or red lantern by night, must be carried on the last car of all Freight Trains, so as to be seen from the Engine, and a brakeman must be on that car at all times when running between stations.

16—A Red Flag by day or a Red Lantern by night, borne on the front or top of an Engine is a signal that an extra Engine or Train is following which must be waited for till it arrives, by all Trains and Engines on the road. Enginemen and Conductors of Engines or Trains wearing the Red Flag or Lantern will be particular to notify all Engines or Trains met of the extra train or engine following.

17—In case of any doubt about the right of way, adopt the *safe* course. Enginemen, as well as conductors, will be expected to know what time they have, and what time they can make between stations, and will inform conductors of any doubts they may have of the safety of proceeding, or both will be held responsible.

☞ All Rules and Instructions Conflicting with the above are hereby Repealed.

E. Q. SEWALL, Jr., Sup't. D. R. R.

This very rare old employee's timetable was donated to the State Archives by Mr. Robert J. Barkley. Notice that the Eastern Shore Railroad was operated as an integral part of the Delaware Railroad. (Delaware State Archives, Dover, Delaware)

the limits of the State of Delaware." A survey was made, but efforts to realize the necessary stock subscriptions fell short and the charter lapsed. This first failure occurred despite the best efforts of the railroad's most ardent supporter, John M. Clayton, who was one of Delaware's most prominent citizens and later gained fame as U.S. Secretary of State. The economic conditions of the times destroyed all hopes of accomplishing any of the three projects for some time.

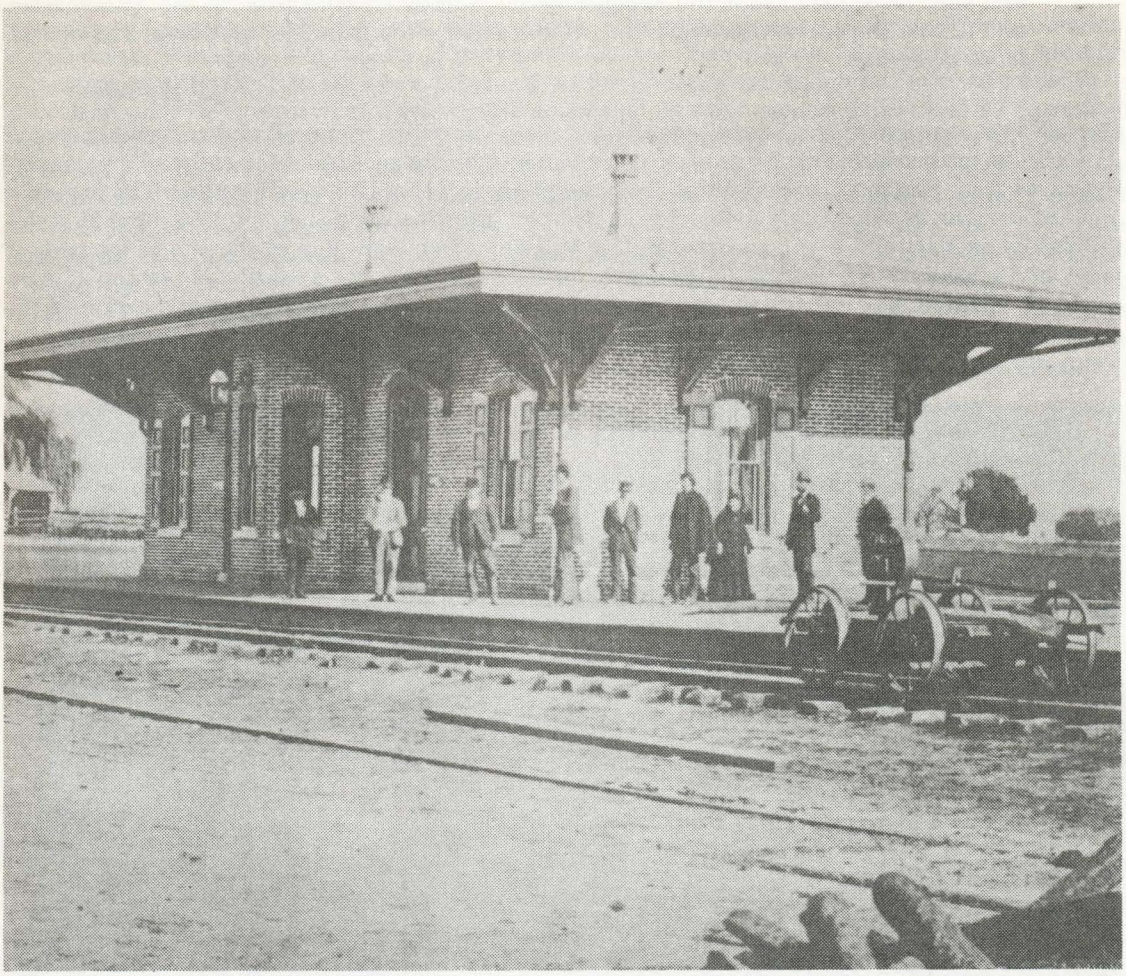
In 1849, the charter of the Delaware Railroad was revived in a modified form, largely through the efforts of Samuel M. Harrington, Delaware's chief justice, who eloquently advocated its merits. Nothing was done, however, until 1852 when the State of Delaware

The station at Bear was quite an architectural gem and may well have been a private dwelling converted to railroad use. (Post Card from Caley Historical Post Card Collection — Smyrna, Delaware)

subscribed conditionally to 5,000 shares of the company's stock to be paid out of revenue derived from the New Castle & Frenchtown Rail Road as it accrued. Accordingly, the company was organized in May, 1852 with directors and officers appointed by the state, Samuel M. Harrington serving as president. In 1853 the Philadelphia, Wilmington and Baltimore Railroad became interested in the new railroad and a reorganization was effected wherein Samuel M. Felton, president of the P. W. & B., Charles I. DuPont, and others became directors of the Delaware road to represent that company.

Construction, which had begun rather tentatively the year before, was immediately pushed south from a junction with the New Castle & Frenchtown Rail Road between Bear and Glasgow. In 1854, when it became necessary to mortgage the property for $200,000 in order to continue work, it was the P. W. & B. which guaranteed the bonds. When they still could not be sold, the P. W. & B. company advanced the money itself. The state came to the rescue in 1855 with a loan of $170,000, secured by bonds endorsed by the P. W. & B. and stock owned by that company.

On May 4, 1855 the Delaware Railroad was leased to the P. W. & B. for 21 years with a renewal option, later exercised for a corresponding period, at six percent on the capital stock and bonds and one-half of the company's profits over that amount. Construction was delayed in



Kirkwood, Delaware. (Delaware State Archives, Dover, Delaware)

New Castle County by excessive demands for damages for the right-of-way, but was completed as far south as Middletown in August, 1855. In January, 1856 the line reached the state capital of Dover. On December 11, 1856, the Delaware Railroad was opened to Seaford, a total of 70.6 miles. At this time Seaford was considered the railroad's goal and completion to that point was the culmination of the greatest internal improvement project ever undertaken in the state. It generated excitement on the level of the first Moon landing more than a century later. Consequently, this event was accompanied by imposing ceremonies, special excursion trains were greeted by volleys of cannon fire, and many of the state's most prominent citizens, including Governor Causey, made congratulatory speeches.[1]

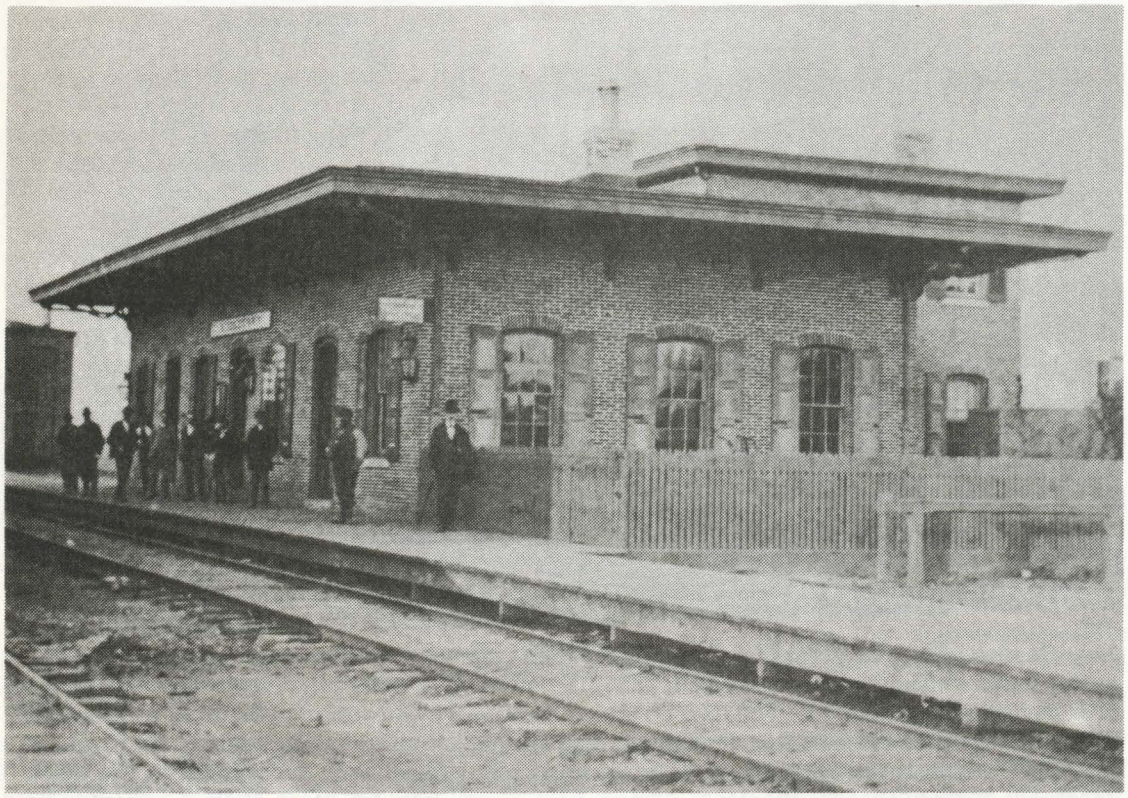
The Delaware Railroad did have charter authority to build to the southern border of the state and there had been discussion of extending the line to Tangier Sound in Maryland, the original terminal of the proposed Eastern Shore Rail Road. No definite plans were made to accomplish this until after the railroad had been "completed" to Seaford, however. In the "Engineer's Report of Preliminary Survey of the Unfinished Portion of the Direct Route between Philadelphia and Norfolk; comprising the Eastern Shore Railroad and Extension of the Delaware Railroad," which was written in December of 1858, the survey's engineer, E. Q. Sewall, Jr., superintendent of the Delaware Railroad, made this note at the outset:

> It is due to all concerned to state, that it was by a subscription among individuals (chiefly in Wilmington and Laurel, Delaware, Salisbury and Princess Anne, Maryland,

and their vicinities,) that the expense of the Survey from Seaford to the Annemessic, and of this Report, was provided for. Under other circumstances, both might have been more complete.

E. Q. S., Jr.

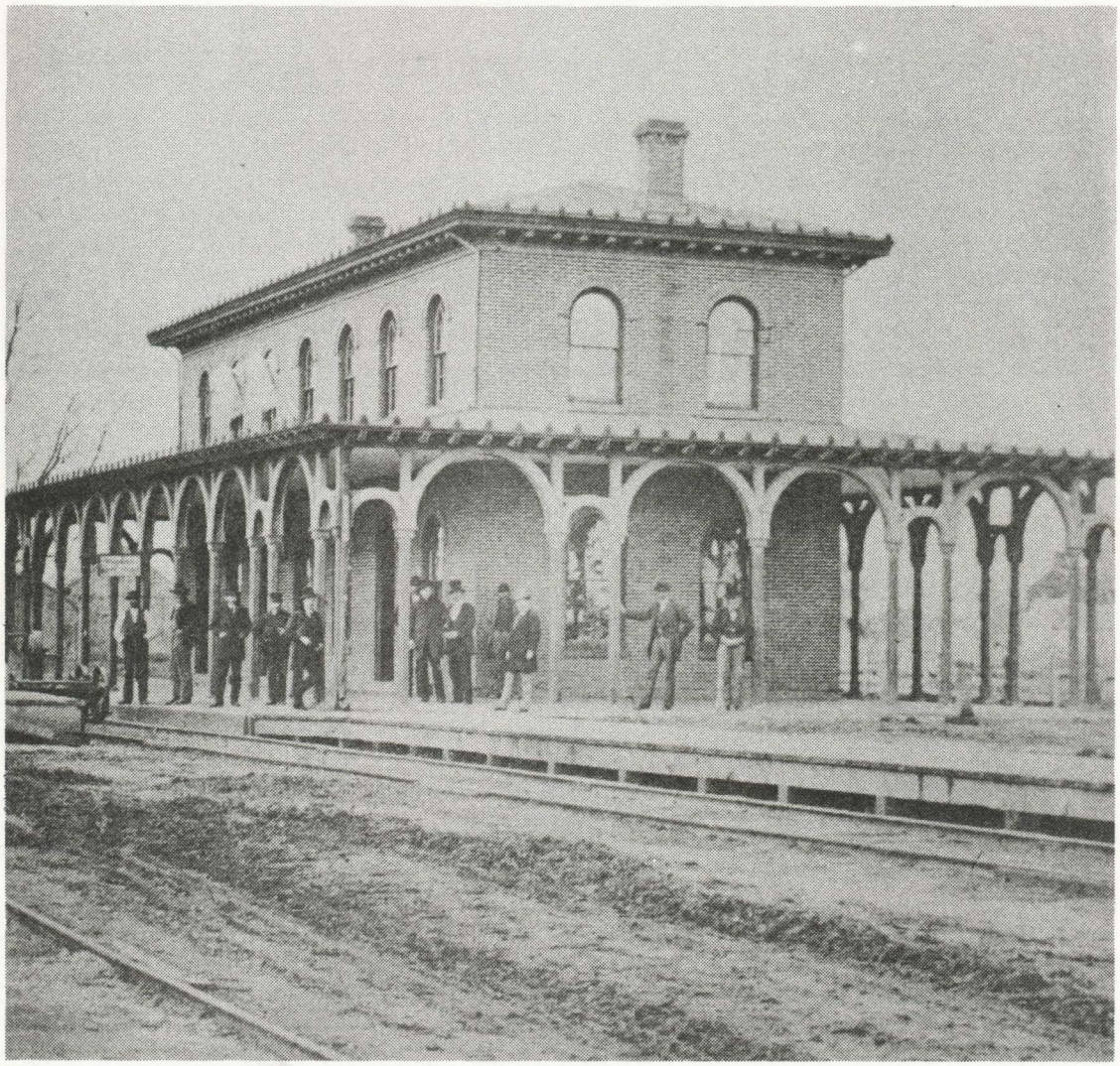
Despite this complaint, Mr. Sewall's report was very carefully prepared and comprehensive in its study of the prospects of the project. It presented a bright picture of the railroad's potential. Branches from Salisbury to Berlin and from Salisbury to Snow Hill were planned. The foresight and enthusiasm of these early supporters did not go unrewarded, either. On December 20, 1859, the Delaware Railroad was completed to the Maryland-Delaware line at the site of the present town of Delmar, 13 miles south of Seaford. Rails taken from the abandoned portion of New Castle & Frenchtown Rail Road were used in building this line. The Maryland portion of the route was built under the charter of the Eastern Shore Railroad, but was operated by the Delaware company.



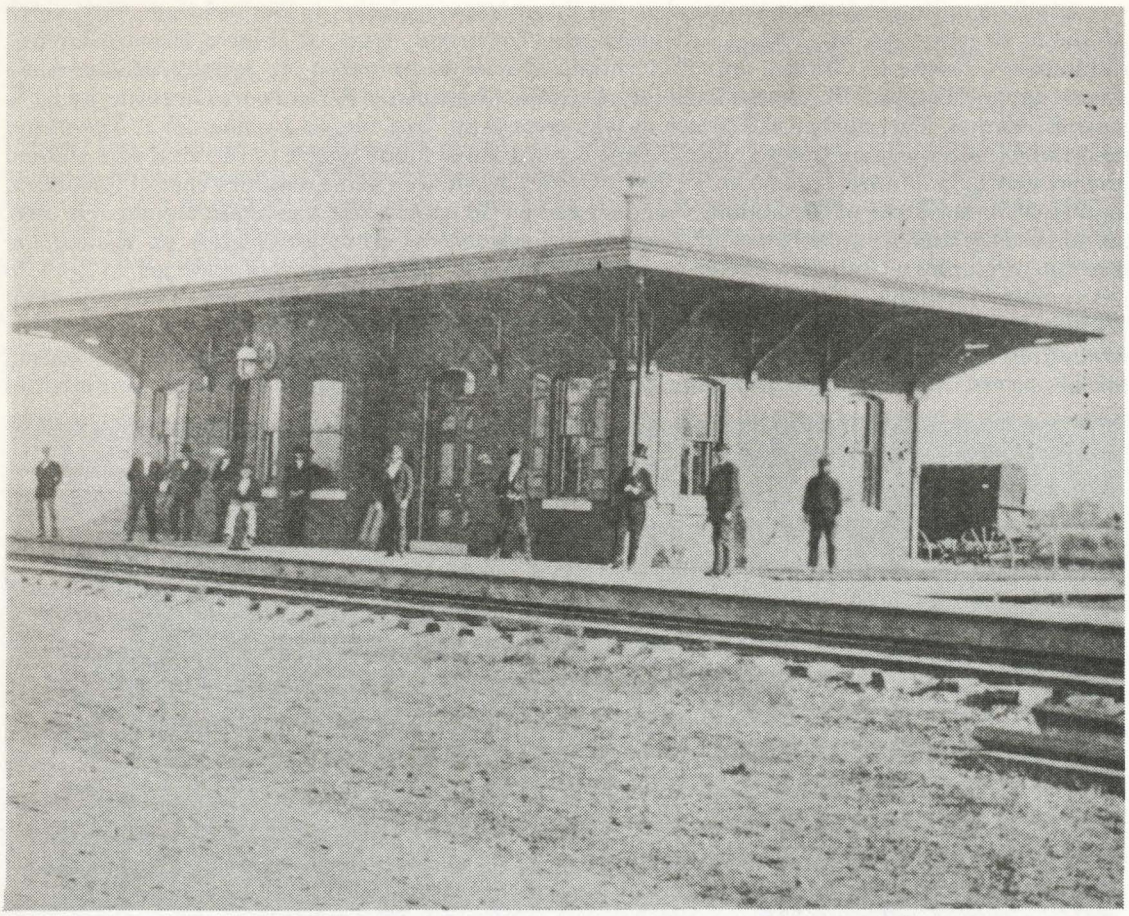
The station at Middletown was one of the larger buildings on the Delaware Railroad. A ticket window was later added to the track side. For a short time early in the century the traveler could make connections here with the Odessa and Middletown Railway for a four mile trolley ride to Odessa. (Delaware State Archives, Dover, Delaware)

In November of 1856, the Philadelphia, Wilmington & Baltimore Railroad had taken formal control of the Delaware Railroad under its lease. The Delaware Railroad main line was operated to Wilmington and a junction with the parent P. W. & B. by way of its affiliates, the New Castle & Wilmington Railroad and a portion of the New Castle & Frenchtown Rail Road. The New Castle and Wilmington Railroad, chartered on February 19, 1839, was built by the P. W. & B. during the period of May through December, 1852 to provide a connection with its subsidiary, the New Castle & Frenchtown. It ran from a junction with the P. W. & B. west of Wilmington for 4.9 miles to New Castle, with an intermediate station later established at Farnhurst.

Stations on the Delaware Railroad at the time of its completion to Seaford were, from north to south, St. George's, Mt. Pleasant, Middletown, Townsend, Smyrna, Leipsic, Dover, Camden, Canterbury, Frederica, Milford Jct., Prettyman's Corner, Farmington, St. Johnstown, Cannon's Crossing, and Seaford. St. George's, just north of the Chesapeake & Delaware Canal crossing, is now Kirkwood. The station of Townsend was erected on land owned by Samuel T. Townsend and named after him by the railroad, despite the wishes of many people in the area who wanted the station to be named "Lancaster." The town of Leipsic was some distance east of its station and in 1861 the name of the station was changed to "Mooreton." It was again changed in 1888, at that time assuming its present name of "Cheswold." A community grew up around the station of Camden and was known as "West Camden." The name was changed in 1865 to "Wyoming" in honor of Rev. J. J. Pierce, a respected local citizen who was from Wyoming Valley, Pennsylvania. The station of Canterbury was a mile or so west of the town and is now known as "Viola." The town of Frederica was a good six or seven miles east of the station which served it. The station was later renamed "Felton" after Samuel M. Felton, president of



This was the original station which served the capital city of Dover. A portion of the building was incorporated into the station which replaced it. The newer structure, with its ancient Greek facade, was hailed when built as one of the most ornate railroad depots in the country. It still stands and is in use by the State of Delaware. (Delaware State Archives, Dover, Delaware)



Wyoming, Delaware. (Delaware State Archives)

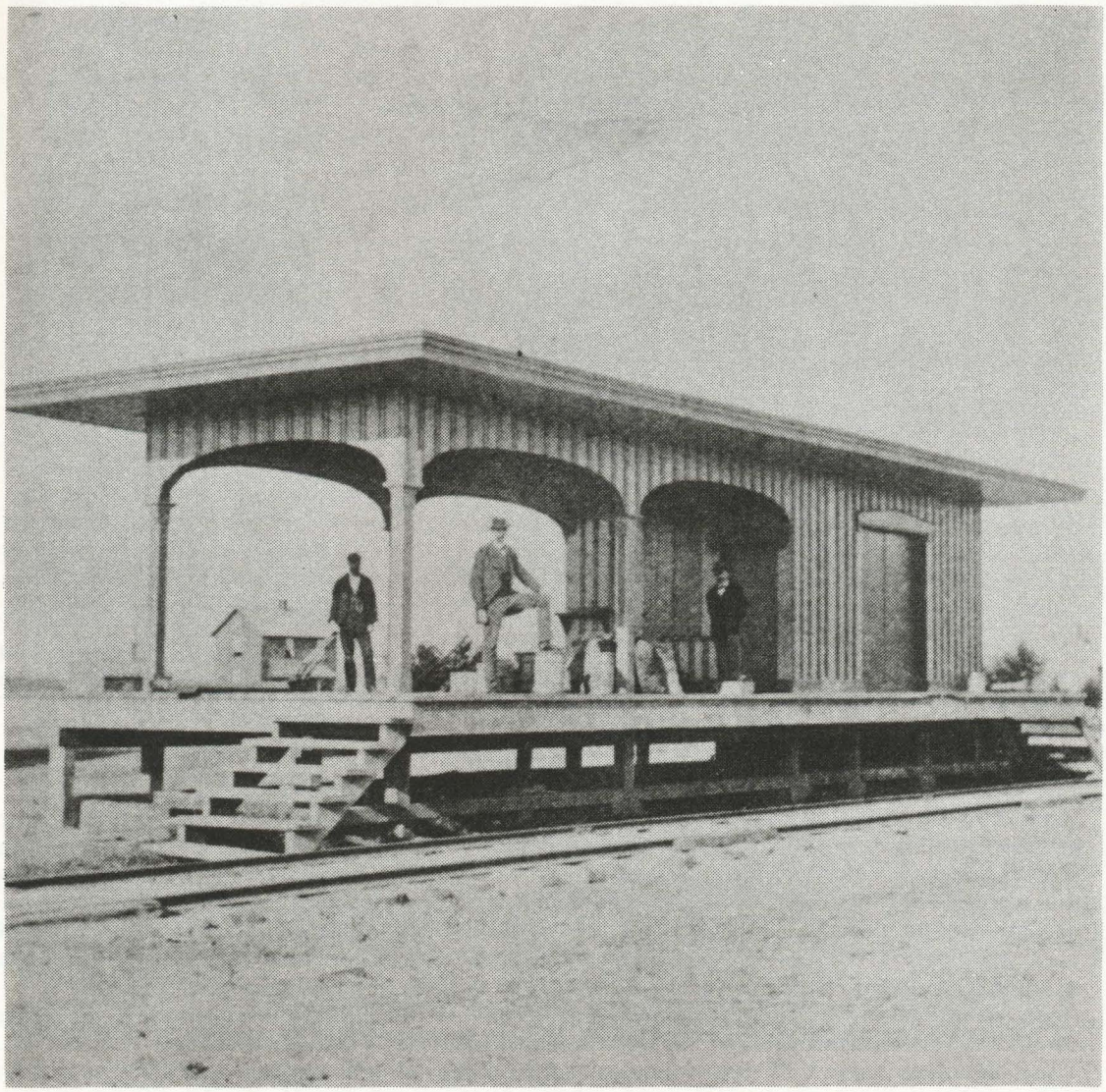
the P. W. & B. who succeeded President Harrington of the Delaware Railroad upon his death in 1865. Milford Jct. was originally known as "Clarke's Corner," but was renamed in 1856 when it was designated as the point from which a branch road to Milford would diverge. The name was changed in 1859 to "Harrington" in honor of the first president of the Delaware Railroad. The station of Prettyman's Corner was discontinued at a very early date. The name of the station at present-day Greenwood was originally selected by the railroad as "St. Johnstown," an old post town in the vicinity. However, when a townsite was laid out around it, the place was called "Greenwood" due to the abundance of holly trees in the area.

When, in 1859, the Delaware Railroad was extended to Delaware's southern border, the end of the line was called "Delmar," taking the first three letters of the names of the two states which met there. Intermediate points were Laurel and Broad Creek, just north of Laurel. By 1861 stations had been established at Blackbird, south of Townsend, and at Bridgeville, south of Greenwood. By 1868 there were stations at Sassafrass Road, south of Blackbird; Brenford, south of Clayton (earlier Smyrna Station); Dupont, south of Mooreton; Willow Grove, south of Wyoming; Plymouth, at Canterbury Station; and Bacon, south of Laurel. The town of Sassafrass was, and is, way over in Maryland and the station of Sassafrass Road became Green Spring in 1871. The town of Willow Grove was about five miles west of the station. There was a town and post office of Fredonia at the site of Willow Grove Station. In 1869 the name was changed to "Woodside," the present name of the town. In the 1860's a group of New Englanders, the American Baptist Home Mission Society, attempted to found a model community, named "Plymouth," about two miles south of Canterbury Station. It never

amounted to anything, but for a short time there was a station of Plymouth listed in the railroad's timetables. It apparently was not a separate stop, though, as the times shown are the same as for Canterbury.

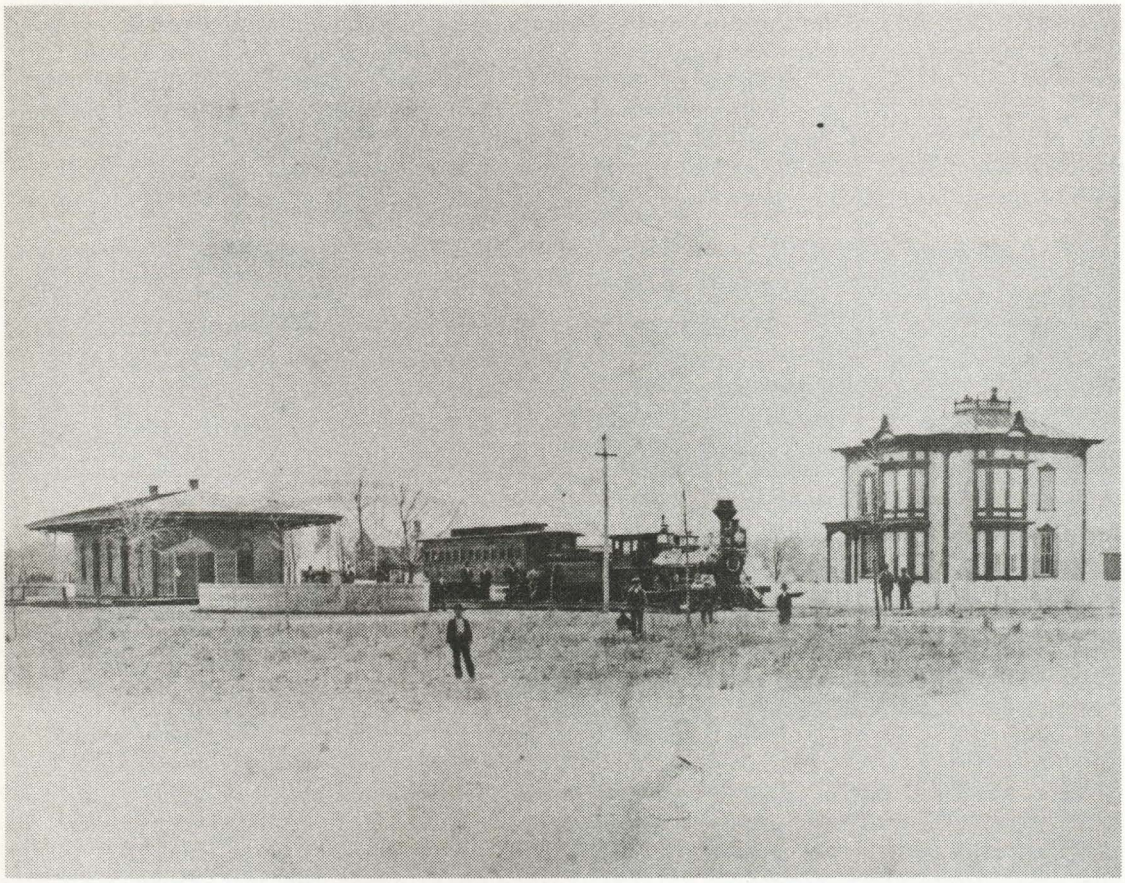
The junction of the Delaware Railroad with the Pennsylvania & Delaware Railway, which was laid across the Delaware road north of Kirkwood in 1873, became known as "Porter." By the 1880's there was a station established at Armstrong, between Mt. Pleasant and Middletown, and by the turn of the century there was a station at Ross, between Cannon and Seaford.

When the Delaware Railroad was being built, the line was surveyed so as to pass about one mile west of Smyrna, along the most practical engineering route. In order to divert the railroad directly through their town, the residents of Smyrna were called upon to invest a huge sum, about $40,000, to make up for the added cost. This the town could not manage at that early date. Thus, the railroad went through as planned and the station for Smyrna was erected one mile west of town, near a place called "Jimtown."[2] Within ten years of the completion of the railroad, the need was felt for more direct and convenient transportation for the town. Accordingly, in 1866 a subsidiary of the Delaware Railroad, the Smyrna Station and Smyrna Railroad



Even the freight house at Wyoming, Delaware was a little fancy. (Delaware State Archives)

Company, built a branch of one mile from the Delaware main line to serve the town of Smyrna.[3] "Smyrna Station" continued to develop an identity of its own and was shortly renamed "Clayton" after John M. Clayton, the gentleman who had figured prominently in the Delaware Railroad's history. In 1885 the offices and shops of the Delaware Division of the P. W. & B. were moved to Clayton (the Delaware Railroad and its branches had formed the Delaware Division since 1870). As Clayton was the division headquarters and the junction with the Smyrna Branch and later two other railroads, it became one of Delmarva's largest rail centers.



The camera was in its infancy when this photograph was made at Felton, Delaware and everyone knows that his picture is being taken. We're really fortunate to have fine old photos such as this, although it's easy to wish that even more had been taken back in the "olden days." (Delaware State Archives, Dover, Delaware)

In 1867 another subsidiary, the Townsend Branch Railroad Company, built a line from Townsend through Van Dyke, Delaware and Morris (later Golts), in Maryland to Massey in order to connect with the Queen Anne's & Kent Railroad. In the same year, the Delaware Railroad built another spur, known as the Dorchester Branch, from Seaford six miles to the Maryland line to meet the Dorchester & Delaware Railroad and loaned that company sufficient capital to complete its line to Cambridge. The total cost of the Delaware Railroad and its branches was $2,206,710.89.[4]

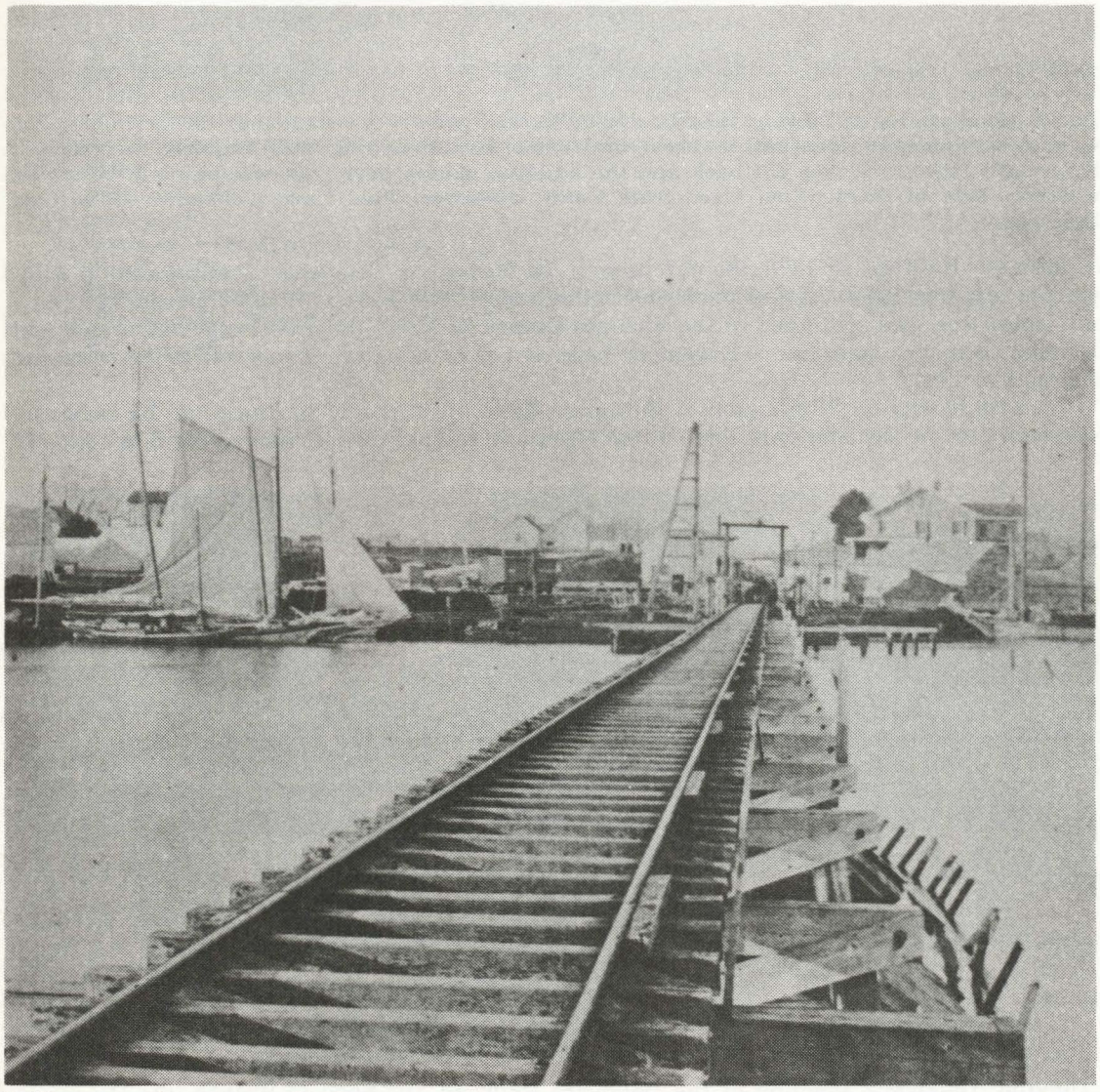
In 1863, shortly after the completion of the Delaware Railroad, there was a bumper peach crop which, coupled with a car shortage, made it difficult for farmers to market their produce. Grumblings then began to be heard concerning the money which had been spent by the state to aid the railroad. It was suggested that, rather than helping to build the Delaware Railroad,

perhaps the money would have been more wisely spent for improvements in the road system or other alternate forms of transportation. A suit brought by the growers resulted in a huge award for damages being paid by the company.[5]

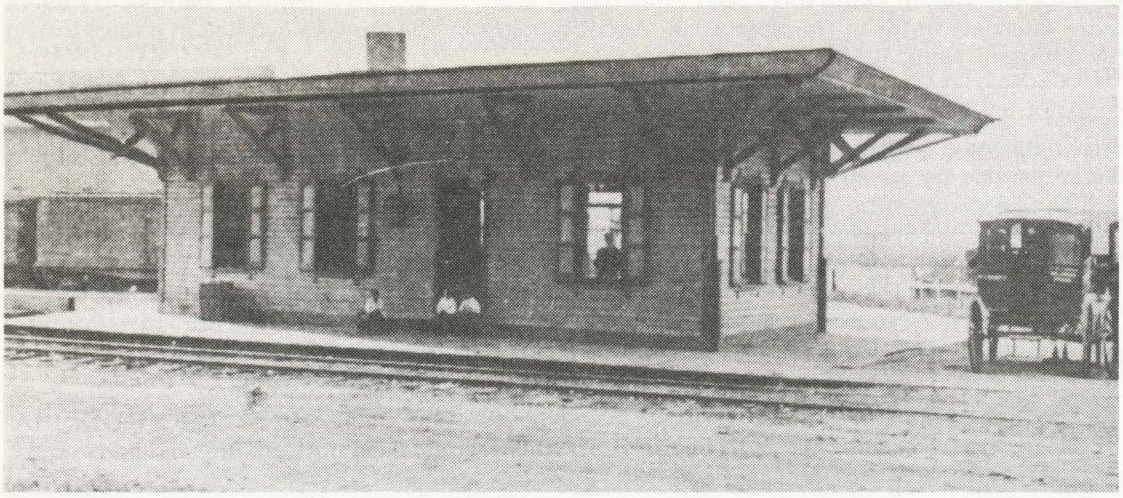
A severe storm in 1873 damaged the bridge over the Chesapeake & Delaware Canal and suspended rail traffic for a week. The importance and vulnerability of this vital link was again demonstrated a century later when in 1973 a freighter rammed the lift bridge, rendering the line out of service for seven months.

The peach growing interests of the Eastern Shore were a source of considerable revenue to the railroad. In 1876 shipments of this commodity totaled 4,536,751 baskets or 9,072 car loads. The growth in other products was good also. It was in that year that the state loan of $170,000 was finally paid off.[6]

The P. W. & B. continued to improve its connections with the Delaware Railroad, expediting movements to and from the Peninsula. This included the purchase of the New Castle &



Sailing vessels once made the trip up the Nanticoke River to Seaford, passing through the swing bridge of the Delaware Railroad shown here. (Delaware State Archives, Dover, Delaware)



The original station at Smyrna was located on the site presently occupied by the firehouse. This was a very central location in town and some street-running was required to reach it. Eventually, the track was cut back and the building shown here was erected on a site on the westerly side of town. (Post Card from Caley Historical Post Card Collection — Smyrna, Delaware)

Wilmington Railroad in 1876, the purchase of the Newark & Delaware City Railroad in 1881, and the construction in 1888 of the New Castle Cut-Off. The last-mentioned line ran five and a half miles from the south end of the Shellpot Branch to New Castle and provided a short-cut from the Delmarva main line to Edgemoor Yard east of Wilmington. It was sold to the Delaware Railroad in 1891.[7]

The Philadelphia, Wilmington & Baltimore Railroad, through its control of the Delaware Railroad, became the dominant force in the Delmarva rail network. It was involved to a greater

Clayton, Delaware, junction of the Delaware Railroad, the Smyrna Branch, the Delaware & Chesapeake Railway, and the Smyrna & Delaware Bay Railroad, as well as the location of the division headquarters and shops. (Post Card from Caley Historical Post Card Collection — Smyrna, Delaware)

or lesser extent in the construction of most of the branch roads and they all sooner or later came under its wing. It also exerted considerable political influence in the State of Delaware through the turn of the century.

The P. W. & B., as a vital rail route, was the object of much intrigue on the part of the Baltimore & Ohio and Pennsylvania Railroads, who at that time were the fiercest of competitors. In 1880 a syndicate was formed by the B. & O. for the purpose of acquiring a controlling interest of the P. W. & B.'s stock. On February 22, 1881 it was announced by the B. & O. that its organization had purchased this interest. This seems to have been somewhat premature, for the Pennsylvania immediately offered a higher price and obtained control.[8] With the P. W. & B. into the Pennsylvania System went its extensive rail properties on Delmarva. This left the key to the future of Eastern Shore railroading in the hands of the P. R. R.

FOOTNOTES

1. For the early history of the Delaware Railroad, Scharf's *History of Delaware* was heavily relied upon.

2. Information regarding the stations of the Delaware Railroad comes from a variety of sources, including information supplied by Mr. Hugh R. Gibb, various old maps and timetables, and a number of local histories.

3. Scharf, p. 430.

4. *Ibid.*, p. 430.

5. *Delaware A Guide to the First State,* p. 78.

6. Scharf, p. 430.

7. Sharf, p. 426 and *Interstate Commerce Commission Valuation Reports,* Volume 23, p. 267 — Docket No. 903; Philadelphia, Wilmington & Baltimore Railroad.

8. Scharf, p. 425.

CHAPTER V

A Single Line to Join the Three States

There was only one railroad on Delmarva, independent of the Pennsylvania, which served all three of the Peninsula's states. The first step in the creation of this railroad occurred at the time of the building of the Delaware Railroad. Officials of the Delaware road had committed themselves publicly to the construction of a branch to Milford. When the time came, it was thought best to accomplish this under a separate charter. Thus, in 1856 a charter for the Junction and Breakwater Railroad was obtained. The "junction" was with the Delaware Railroad at Clarke's Corner and the company's ultimate goal was Lewes, near the Delaware Breakwater at Cape Henlopen.

Construction of the Junction & Breakwater began at Clarke's Corner (thereafter Milford Junction and later Harrington) and progressed toward Milford, but was delayed at the intermediate point of Houston. As long as Houston was the end of the line, Milford residents complained loudly about the inconvenience of having to travel over a muddy stage road to board the train only a few miles away. The rails finally reached Milford in 1859. A large stone, which is still in the north wall of the original station at Milford, commemorates the event. It is engraved with the date of the company's organization, October 3, 1857, a list of its officers, and the year of its completion to that point.

In the Delaware State Archives at Dover is preserved the original survey book used by the party which laid out the route of the Junction & Breakwater Railroad from Milford to Georgetown. On the first page is recorded the following:

Names of Party on Surveys
2nd Div.

T. F. Tilghman — Ch. Engineer
J. M. Thark — Surveyor
J. L. Reveille — Rodman
Jas. Sharf — Chainman
Josh. Sharf — Chainman
Mark Spencer — Axeman
Dan. Purnell — "
Jim McColley — "
Johua McColley — "

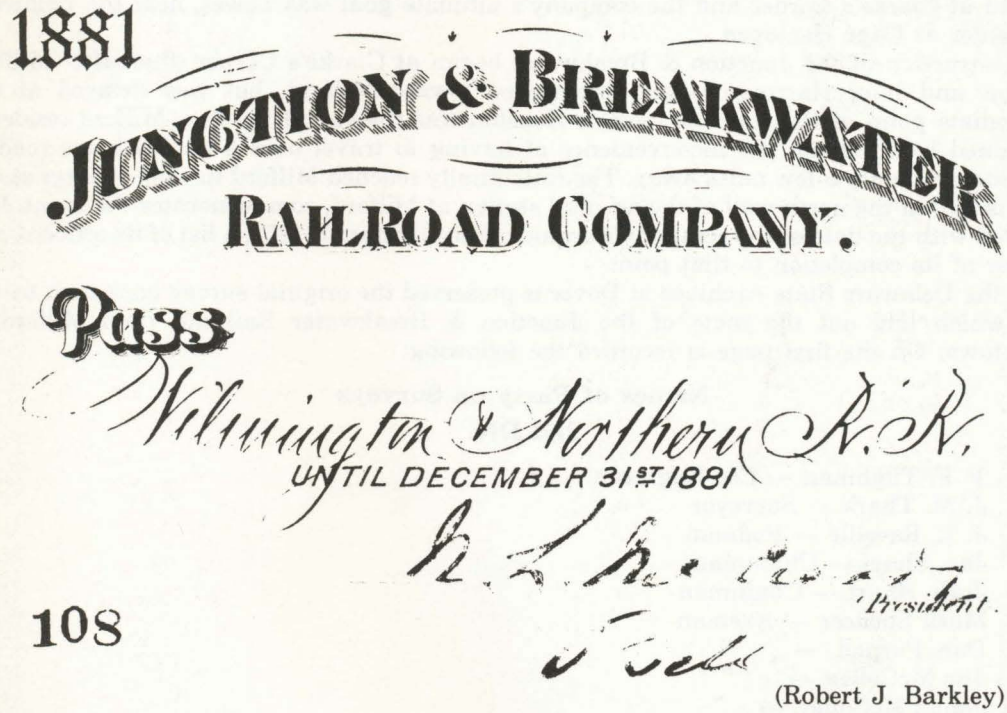
Commenced the surveys March 16th 1860 and finished to the city of Georgetown on the 28th of the same month. No very great disasters happening to any of the party.

Nothing more was done until after the Civil War. Substantial aid was granted by the State of Delaware in 1866 and with this help the company was able to complete its line south from Milford to Georgetown and east to Lewes by 1869. A spur of a little more than two miles, now known as the Lewes Beach Track, was laid running from Lewes proper to serve the waterfront area along Delaware Bay. The road was further extended in 1878 with the building of a line from Lewes to the resort of Rehoboth Beach on the Atlantic Ocean.[1]

Stations on the line were Harrington, Houston, Milford, Lincoln, Ellendale, Robbins, Carey's, Georgetown, Messick, Harbeson, Cool Spring, Nassau, Lewes, and Rehoboth, which was 44 miles from the junction. Later the flag stop of Redden succeeded Carey's and the station of Messick was discontinued, while the station of Broadkill was established about two miles east.

The Junction & Breakwater was operated by the Philadelphia, Wilmington & Baltimore Railroad from September 5, 1859 until January 1, 1868, at which time it formed an operating organization of its own.[2] Its roster as of 1878 included four locomotives, nine passenger cars, two baggage cars, 43 box cars, six stock cars, 24 platform cars, and eight service cars.[3]

The Junction & Breakwater had hardly settled into operation of the line it had originally contemplated when plans for further expansion were formulated. Since the 1850's the New York and Norfolk Air Line Railroad had been proposed to run from Lewes to Cherrystone, Virginia. Steamboats were to run from Lewes to New York and from Cherrystone to Norfolk. Nothing was accomplished. However, in 1874 the P. W. & B. purchased a controlling interest in the Junction & Breakwater Railroad and an expansion project was embarked upon. An extension was undertaken by a company under Junction & Breakwater auspices, the Breakwater and Frankford Railroad. This entity was the corporate successor to the Lewes and Millsboro' Rail-Road Company, chartered on December 2, 1835.[4] In 1874 it completed a line south from Georgetown for 19 miles through Stockley, Millsborough (later "Millsboro"), Dagsborough (later "Dagsboro"), and Frankford to Selbyville on the Maryland-Delaware line.[5]

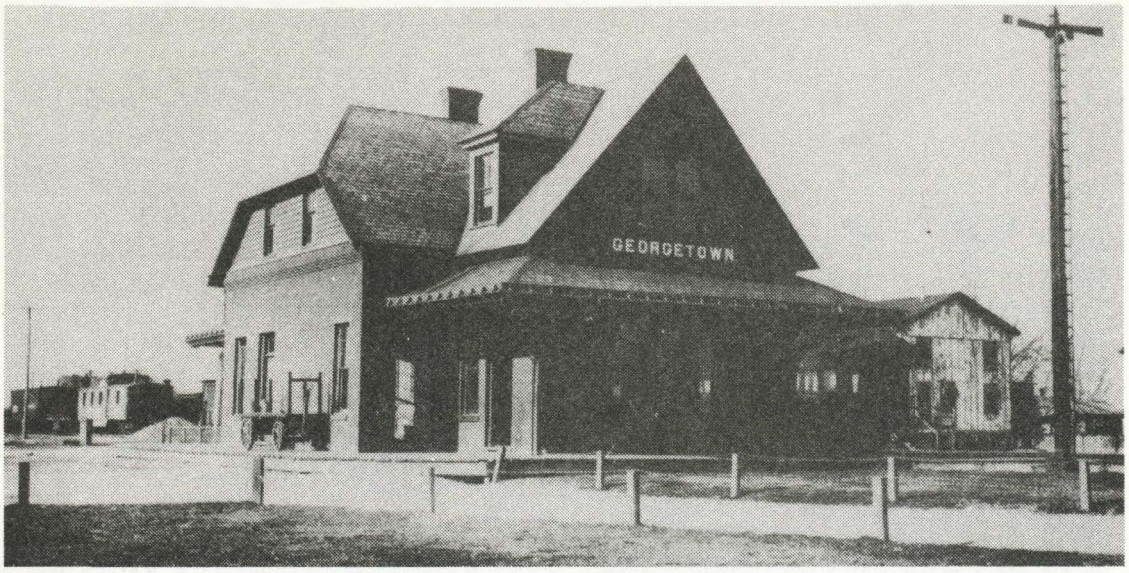


(Robert J. Barkley)

To the south in Worcester County, Maryland the Wicomico & Pocomoke Railroad, which ran from Salisbury to Berlin, had completed a railroad in 1872. This was the 14-mile Worcester Rail Road, which was an extension of the W. & P. from Berlin to Snow Hill. The New York & Norfolk Air Line had originally intended to bypass this line. However, the Delaware interests behind the J. & B. purchased the Worcester Rail Road to speed their project on its way to Virginia. A charter for the company in that state was secured on March 2, 1876.

The Worcester Rail Road was extended from Selbyville to Berlin and then from Snow Hill to Franklin City, Virginia on Chincoteague Bay. Here steamboat connections were made for the island of Chincoteague, Virginia. The Worcester Rail Road, now 35 miles long, was completed to Franklin on April 7, 1876.[6] Intermediate points were Showell's, Berlin, Poplar, New Ark (later "Newark"), Wesley, Snow Hill, Girdletree Hill (now "Girdletree"), and Stockton. Stations were later established at Bishop, north of Showell; Friendship, between Showell and Berlin; Scarborough (later "Scarboro"), south of Berlin; Baskettown Switch (later "Basket Switch"), south of Newark; and Greenbackville, just north of Franklin City. Poplar appears to have been later called "Ironshire," probably in reference to the ancient town which once surrounded a nearby iron furnace. While the names of the towns didn't change, Newark was later referred to as "Queponco Station" and Stockton as "Hursley Station." The line to Franklin City diverged

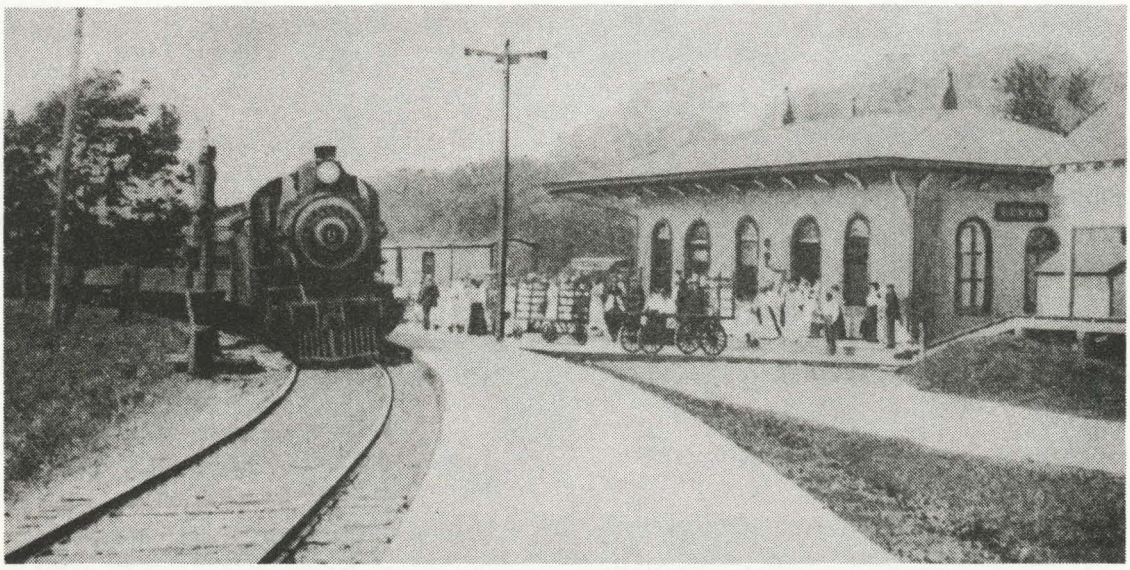
Stock certificate for shares owned by George Bishop, President of the Worcester Rail Road. The beautiful engaving, showing a thriving industrial valley and large numbers of passengers boarding a train, was a standard. It appeared on many railroad stock certificates. (Maryland Historical Society, Baltimore, Maryland)



This spacious and architecturally-interesting station served Georgetown, Delaware. (William V. Russell)

from the original right-of-way into Snow Hill on its northern outskirts, leaving a spur of two miles to the commercial center of town on the banks of the Pocomoke River.

The Worcester Rail Road was an operating company, though affiliated with the Junction & Breakwater. Its roster, according to *Poor's Manual* for 1882, included three locomotives, three passenger cars, two baggage cars, 17 box cars, one stock car, 30 platform cars, and five service cars. The Breakwater & Frankford, on the other hand, owned no rolling stock and was operated by the Junction & Breakwater road after January 7, 1875.



Judging from the number of people standing on the platform, it appears that the train which has just arrived at the Pennsylvania Railroad station at Lewes will be well partonized. When this postal card was published, Lewes was the busy junction of two main line railroads. (William V. Russell)

JUNCTION & BREAKWATER; BREAKWATER & FRANKFORD, AND WORCESTER RAILROADS.

N. L. McCready, President Junction & Breakwater R. R. 197 Greenwich St., N. Y.
Charles C. Stockley, President Breakwater & Frankford R. R., Georgetown, Del.
Geo. W. Bishop, President Worcester R.R., Snow Hill, Md
D. H. Houston, Treas., Lewes, Del.
Thos. Groome, Supt. Junc. & Break. R. R., Lewes, Del.
J. L. Mapes, Superintendent Breakwater & Frankford and Worcester R. Rs., Berlin, Md.
Henry S. Marshall, Auditor, Lewes, Del.
A. Brown, Gen. Fht. & Pas. Agt., Lewes, Del.

Mix.	Mail	Mls	*January* 17, 1881.	Mail	Mix.
A. M.	A. M.		(*Philadelphia time.*)	P. M.	P. M.
9 00	5 00		lve **Washington** arr.	5 00	
6 30			.....**Annapolis**....	6 50	
9 15	7 30		.....**Baltimore**.....	8 28	8 45
11 45	8 15		....**Philadelphia**...	1 10	7 13
1 05	9 35		....**Wilmington**...	12 07	6 05
3 35	12 15	0	...**Harrington**[1]. ♂	9 30	1 48
3 48	12 27	5	..... Houston	9 17	1 34
4 05	12 50	9	.....Milford ..... ♂	9 05	1 20
4 14	1 00	12	.....Lincoln	8 52	1 00
4 30	1 15	16	..... Ellendale.....	8 39	12 45
4 37	1 21	18	.....Robbins.....	8 33	12 38
4 44	1 28	21	.....Redden	8 27	12 32
5 05	1 45	25	..**Georgetown**[2]. ♂	8 15	12 20
	1 40	0	lve. **Georgetown** arr	♂ Telegraph stations.	12 00
	.. ..	5	.... Stockley		.. ..
	2 24	9	.... Millsboro.... ♂		11 05
	2 41	14	.... Dagsboro.....		10 40
	2 50	16	....Frankford.... ♂		10 20
	3 07	20	....Selbyville.... ♂		10 00
	3 24	24	.... Showell's.....		9 25
	.. ..	26	....Friendship.....		.. ..
	3 46	29	.....Berlin..... ♂		9 00
	4 13	36	....Queponco.....		8 25
	4 30	40	.....Wesley.....		8 00
	5 20	43	....Snow Hill.... ♂		7 40
	..	46	.... Scarboro		.. ..
	5 45	49	....Girdletree.....		6 40
	6 00	52	.. **Stockton**[3].. ♂		6 20
	6 30	56	ar. **Franklin City**[4] ♂ lv.		6 00
	6 50	62	arr. **Chincoteague** lve.		5 30
	P. M.		(*Via Steamer.*)		A. M.
5 13	1 52	27	.....Messick.....	8 04	12 02
5 20	1 59	29	.....Bennum's.....	7 58	11 55
5 29	2 07	31	.....Harbeson.....	7 52	11 48
5 37	2 15	33	.....Cool Spring.....	7 46	11 40
5 49	2 25	36	.....Nassau.....	7 38	11 30
6 00	2 35	40	.....**Lewes**[5].... ♂	7 30	11 20
.. ..	.. ..	45	.....**Rehoboth**.....	.. ..	.. ..
P. M.	P. M.		ARRIVE] [LEAVE	A. M.	A. M.

Break & Fr. and Wor. R. Rs.

CONNECTIONS.

[1] With Delaware Div. Phil., Wil. & Balt. R. R. to and from Wilmington, Baltimore, Philadelphia, New York, &c. [2] With Breakwater & Frankford and Worcester R. Rs. [3] With stage daily to Horntown, Drummondtown and Eastville. [4] With steamer *Widgeon*, Capt. R. E. Swift, runs regularly between Chincoteague Island and Franklin City, making daily connections with trains. The steamer also runs to Atlantic, a point on Chincoteague Bay, eight miles south of the island, every Monday and Thursday. [5] By steamboat line to N. Y., Wednesday and Sat.

Passengers from Delaware R. R. connect at Harrington 12 15 noon with train making connecti'n with steam'rs for N. Y., leaving Lewes on Tuesday and Fiday at 3 00 p.m.

Train leaves Georgetown for Franklin 10 00 a.m. Returning, leaves Franklin 5 00 a.m.

Steamer for Lewes leaves Pier 37 North River, N. Y., 3 00 p.m. Monday and Thursday.

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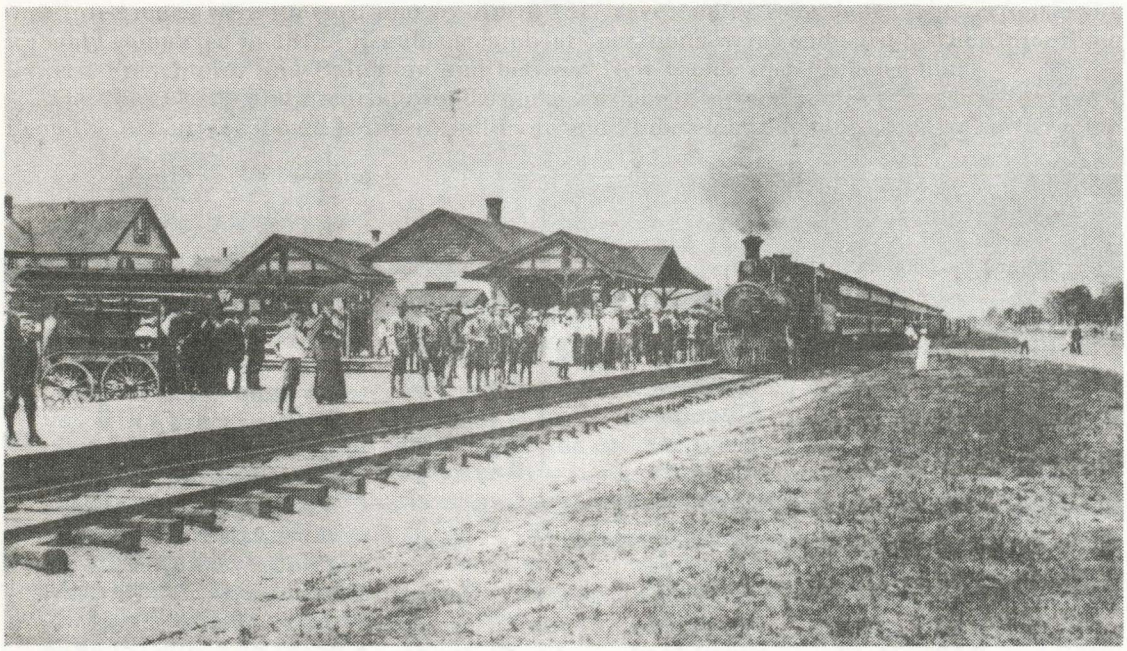
Actually, the engines of the Worcester Rail Road were leased from a subsidiary, the Worcester Locomotive Company. This may explain why some earlier rosters do not credit the Worcester Rail Road with having any locomotives. Records of the Worcester Locomotive Company state that it was formed for the purpose of acquiring a locomotive, tender, cars, tools, and other equipment to be leased to the Worcester Rail Road. Papers belonging to Mr. George W. Bishop, president of both of the companies, and an account book of the Worcester Locomotive Company have been preserved by the Maryland Historical Society. As best as can be determined by examining the century-old pages of the ledger, the Worcester Locomotive



The Great War was probably capturing the newspaper headlines when this picture was taken. The group of soldiers standing at the near end of the platform indicates that this may be a troop train pulling into Rehoboth, Delaware. Although the railroad to Rehoboth is now abandoned, its legacy is a broad avenue extending to the boardwalk in the heart of town and the little station which has been moved across the street and now serves as a restaurant. (J. Cecil Matthews)

Company purchased a locomotive for $9,000 on October 1, 1874. Also acquired at that time were a headlight for the engine at a cost of $75, a passenger and baggage car costing $1,000, and a couple of flatcars. The *Salisbury Advertiser* of October 10, 1874 mentions that:

> The engine "Snow Hill" to be used on the W. R. R., is now at Berlin, being placed in proper running order by the above mentioned road. She belongs to the Worcester Locomotive Co. We wish the Worcester Road the greatest success in its new undertaking.

The "new undertaking" referred to was probably the Franklin City extension. The Worcester Locomotive Company also was responsible for some other work, since listed in its account book in 1875 are purchases of building materials for erection of depots and platforms at Snow Hill, Girdletree, and Stockton.

A new company was incorporated in Delaware on March 20, 1877, in Virginia on April 2, 1877, and in Maryland on May 3, 1882 for the purpose of merging the three railroads. The Junction & Breakwater, Breakwater & Frankford, and Worcester railroads were consolidated on May 31, 1883 to form the Delaware, Maryland and Virginia Railroad Company. The D. M. & V.

operated under its own organization until July 1, 1885, after which time it was operated by the P. W. & B.[7] Thus, with its 98 miles of rail stretching from Delaware through Maryland and just across the border into the Old Dominion, the D. M. & V. became the only independent company whose right-of-way entered all three of the states which comprise the Delmarva Peninsula.

FOOTNOTES

1. Burgess and Kennedy, p. 397.
2. *Ibid.*, p. 397.
3. *Poor's Manual* for 1879, p. 412.
4. *Insterstate Commerce Commission Valuation Reports,* Volume 22, p. 884 — Docket No. 839; Delaware, Maryland & Virginia Railroad.
5. Burgess and Kennedy, p. 397. *Poor's Manual* states that the Breakwater & Frankford was chartered in 1871 and opened in 1873.
6. Some sources state the Worcester Rail Road was completed from Selbyville to Franklin City in 1875. However, the date here given for completion to Franklin City was found in the *Salisbury Advertiser* of April 22, 1876 and must be regarded as accurate.
7. *Insterstate Commerce Commission Valuation Reports,* Volume 22, p. 885 — Docket No. 839; Delaware, Maryland & Virginia Railroad.

CHAPTER VI

The Tree Branches Out

The earliest proposal for a railroad to connect with the Delaware Railroad main line and tap an area of the upper Eastern Shore of Maryland was the Maryland and Delaware Railroad, chartered on May 10, 1854 in Maryland and on February 13, 1857 in Delaware.[1] General Tench Tilghman, grandson of the Revolutionary War hero of that name, provided the guiding force behind the project. Shortly, impressive ground breaking ceremonies were held at several points along the proposed 54-mile line, which was to run from Smyrna Station (later Clayton), Delaware to Oxford, Maryland on the Tred Avon River. The State of Maryland subscribed $140,350 to the project as part of the $847,000 due the Eastern Shore Rail Road Company. In

An early view of the station at Hartly, Delaware shows a very basic outpost in what appears to be desolate country. This building was eventually replaced by a larger structure and the town has grown up quite a bit. (Post Card from Caley Historical Post Card Collection — Smyrna, Delaware)

addition, the State of Delaware appropriated $114,000 in aid of the company. Construction of the Maryland & Delaware commenced on December 27, 1857 and by 1859 the line was graded and bridged as far as Greensborough, Maryland. It was proposed to have the entire line completed before the end of 1862.[2] However, the Civil War interrupted this project, as it did so many, delaying further progress.

Construction was resumed in October of 1865 and work proceeded by fits proceeded by fits and starts through Kenton and Slaughter's to the Maryland-Delaware line at Halltown (later Marydell and now "Marydel"). A station was later established at Hartly (believed earlier called

"Arthursville"), above Slaughter's. In Caroline County the tracks were laid through the towns of Henderson's, Oldtown (which was renamed "Goldsborough" with the coming of the railroad and is now "Goldsboro"), and Greensborough (new spelled without the "ugh" also).

In 1867, when it became certain that the railroad would be built through the western area of the county, a group of Philadelphians formed the Maryland and Baltimore City Land Association. They evidently believed that a town of some importance could be created at a strategic location between the railroad and the Choptank River, which was then navigable as far as Greensborough. Accordingly, the various estates in the vicinity were purchased and a townsite laid out, extending from the railroad's proposed right-of-way to the river. "Ridgely" was the name chosen in honor of Rev. G. W. Ridgely who had been a law partner of Henry Clay and resided nearby. This first attempt to found the town failed. It was some time before the railroad was actually completed as far south as Ridgely. That event launched the community, however, and it grew steadily from that time on.[3]

It took two engines to fight their way through to Easton during the blizzard of 1899, pulling a single passenger car. No. 24 is a class D6 locomotive, while the engine behind her is an old D2. Notice the white flags displayed on the lead engine, indicating that this is an "extra" train. (H. Robbins Hollyday)

It soon became painfully evident that capital raised for construction of the railroad during the years prior to the Civil War would not go as far in the postwar period. An additional $10,000 was raised in Easton where $50,000 had already been subscribed. This enabled the road to reach Hillsborough in 1868.[4]

Hillsborough (now "Hillsboro"), in Queen Anne's County, was the next station on the line, followed by Cordova and Woodland Station (now Chapel) in Talbot County. As the tracks approached Easton there arose quite an argument among its residents over just where the line should pass. One group wanted the road built right down Washington Street, the main street of town, while another tried to keep it as far from town as possible. While the controversy raged,

Residents of Trappe certainly had a picturesque station in front of which to pose for pictures. The station at Queen Anne was similar, both having been built in the English Tudor style with lodging for the agent provided on the second floor. One of the railroad's legacies is its station houses. Since they were usually well-constructed buildings, a great number of them have survived and can be found in use as stores, offices, farm buildings, warehouses, town halls, post offices, and dwellings. A few are even still used by the railroad. The station at Trappe has been remodeled into a beautiful home. (Laird Wise)

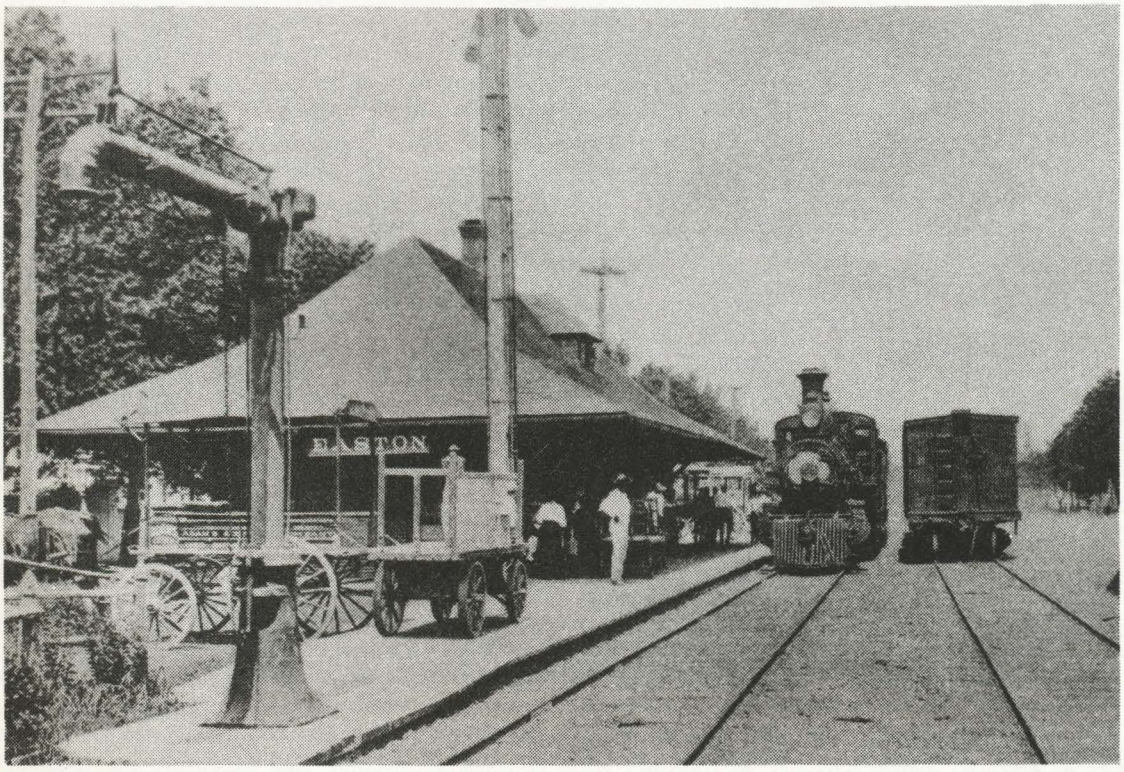
the citizens of Easton were obliged to travel to Woodland Station and later Fleming's Siding, about three miles north, to board the train. The second faction finally prevailed and the railroad was built through open country to the east. However, a development called "Caldwell's Addition" was soon formed, sponsored by the Maryland & Delaware company's superintendent, J. L. Caldwell, and the town grew out to meet the railroad.

South of Easton, there was at first only one stop before reaching the end of the line. This was "Trappe Station" (at first called "Melson"), but was quite a distance from the town of Trappe itself. Later a station was established at Llandaff, between the two. The road reached Easton in 1869, which remained as the end of the line for a while. The Maryland & Delaware was subsequently completed to Oxford by 1871.[5] Branches to Queenstown and Harrington were projected, but not built.

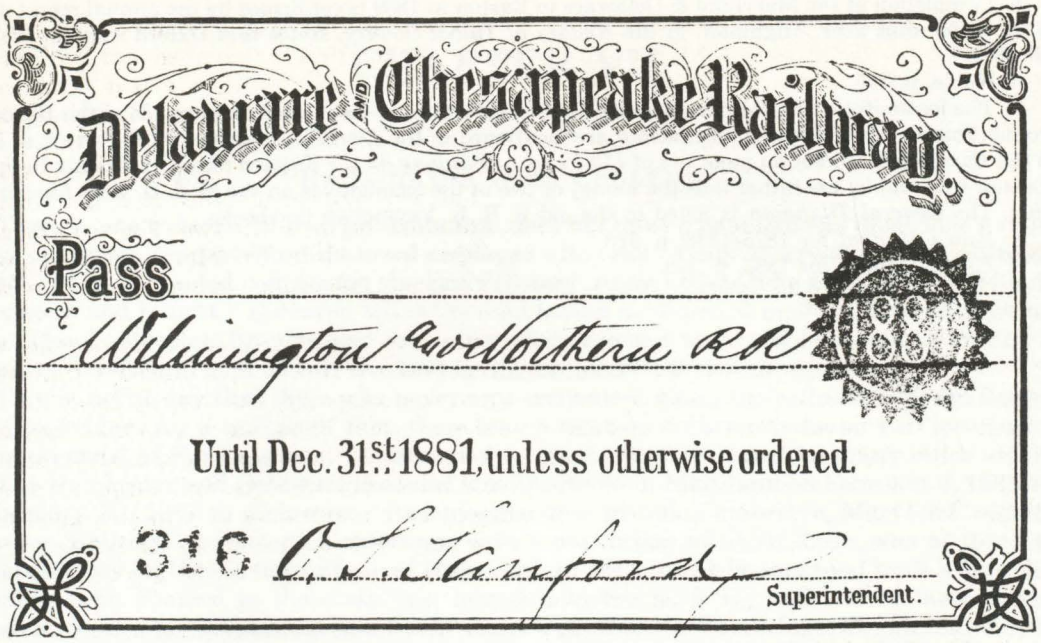
Vying for the presidency with Tench Tilghman was Captain E. L. F. Hardcastle, who assumed that office upon General Tilghman's resignation. However, it appears that stock control eventually went to the contractors, to whom the company was heavily in debt.

Operations were leisurely on the Maryland & Delaware in those early years, as they were on most of the short lines on the Eastern Shore. It seems that the second floor of the station at Ridgely, where the agent was lodged, became a local talent hall of sorts. Folks from all around would gather in the evening to play their instruments, sing, and generally have a good time. One night the train pulled in late, about 9 or 10 o'clock, while the evening's festivities were in full swing. The passengers and crew were invited upstairs and joined in the merry-making for about an hour before proceeding on their way.

Another story that's told locally concerns a lady who came down to the station at Marydell for her very first train ride. After purchasing her ticket she walked out onto the trackside



The spacious station at Easton is identical in design with the one at Cambridge, but has not fared nearly so well. Remarkable in this picture is the water "plug" in the foreground which was swung over the locomotive's tender to refill her tank. The elevated water tower was much more common in this region. Also note the Adam's Express wagon behind. (H. Robins Hollyday)


Delaware AND Chesapeake Railway
Pass
Wilmington and Northern RR
1881
Until Dec. 31st 1881, unless otherwise ordered.
316
Superintendent.

(Robert J. Barkley)

platform and waited for the train to arrive. Shortly it came clattering into the station and ground to a halt. The woman stood absolutely still as mail and express were tossed back and forth and passengers embarked and disembarked. Soon the train's business at the station was complete, its appointed departure time arrived, and it pulled out of the station. When someone noticed the lady still standing there and inquired of her why she didn't step up from the platform and board the train, she replied, "Well, I thought the train carried it along."[6]

The Maryland & Delaware Railroad opened with one wood-burning locomotive, named *The Baltimore*. This engine was followed by the *General Tilghman,* the *Easton,* and the *Talbot.*[7] The roster of the company as of 1874 included three locomotives, three passenger cars, one baggage, mail, and express car, two box cars, eight platform cars, and six service cars.[8]

On March 2, 1872 a bit of excitement occurred on the Maryland & Delaware Railroad. The company's superintendent, J. L. Caldwell, received word that the regular passenger train was snowbound and sped to the rescue aboard the *Tilghman.* In reality, the train, pulled by the *Easton*, was only running about fifteen minutes late. The two trains met head-on at Halltown. The vision of the two engineers was obscured by the flying snow until it was too late to stop. Superintendent Caldwell jumped just in time to avoid the impact. The passenger car was unharmed, but laborers riding aboard the rescue train were shaken up. No one was killed or seriously injured.

As proved the case with most of the early branch roads, the Maryland & Delaware ultimately came under the control of the P. W. & B. It was sold at foreclosure on December 20, 1877 to its bondholders and was reorganized on July 31, 1878 as the Delaware and Chesapeake Railway Company. In 1882 the Philadelphia, Wilmington & Baltimore Railroad acquired the entire capital stock of the company and operated the railroad from that time on.[9]

FOOTNOTES

1. *Insterstate Commerce Commission Tenative Valuation Report;* Pennsylvania Railroad.
2. Poor, p. 591.
3. Noble, p. 299-301.
4. Buse, p. 105.

5. Completion of the Maryland & Delaware to Easton in 1869 is confirmed by the annual report of the P.W. & B. for that year. Tilghman, in his *History of Talbot County,* states that Oxford was not reached until 1871.

6. Noble, p. 177.

7. The locomotives *The Baltimore* and *General Tilghman* are mentioned on page 184 of the *History of Caroline County,* the *Tilghman* and *Easton* are mentioned in the *Kent News* account of the wreck in 1872, and the *Easton* and *Talbot* on page 105 of *150 Years of Banking on the Eastern Shore.* H. Robins Hollyday of Easton was told by his father that the names of two of the locomotives on the M. & D. were *Easton* and *Talbot.* The *General Tilghman* is listed in the old P. R. R. locomotive notebooks.

8. *Poor's Manual* for 1875/1876, p. 313.

9. *Poor's Manual* for 1883, p. 348.

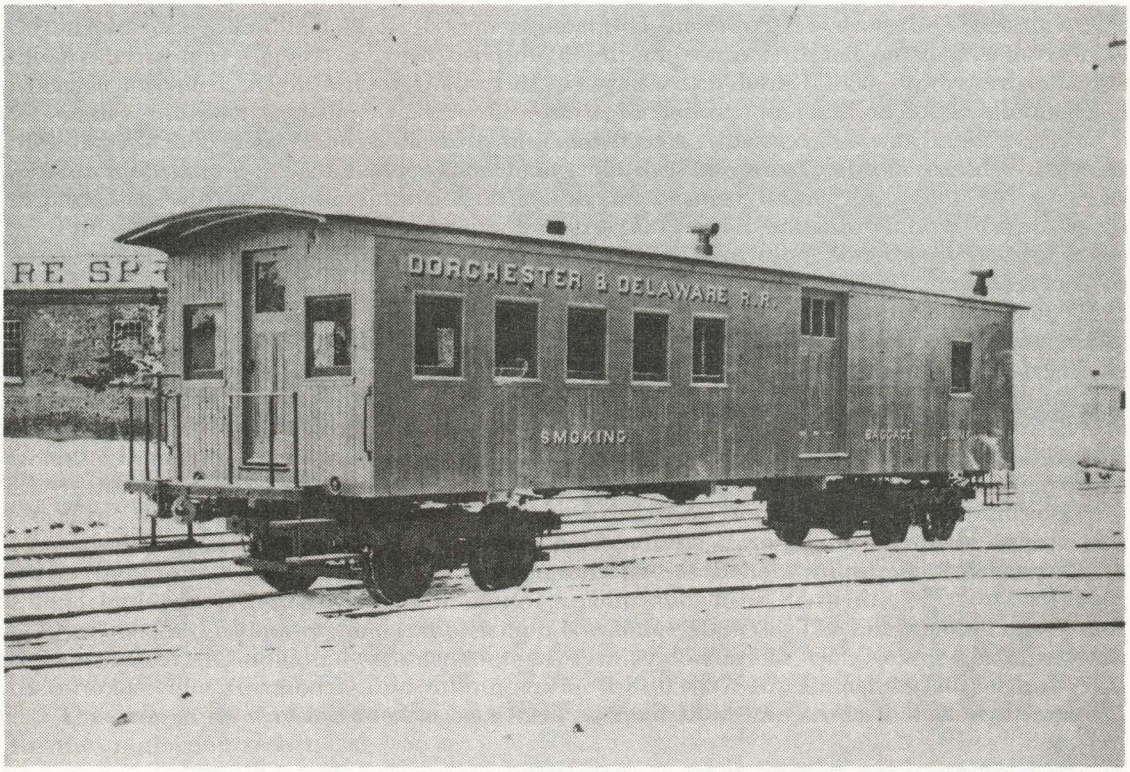
CHAPTER VII

Rails to the Wide Choptank

There is one railroad on the Peninsula that does not have a past quite as illustrious as some others. A former Pennsylvania Railroad employee with many years of service on the Cambridge Branch, when contacted concerning the line's history, replied that all he knew was, "We hauled passengers and freight." However, what the road lacked in charm, it made up for in dollars and cents. The Cambridge Branch was for many years reputed to be the best-paying branch on Delmarva for freight and one of the best in the entire Pennsylvania System.

This is not to say that there was never any excitement along the railroad between Seaford and Cambridge. As a matter of fact, there was a head-on collision between two locomotives which occurred at Federalsburg. The resounding crash could be heard for many miles around.

The Dorchester and Delaware Railroad was chartered in Maryland on February 6, 1866 and on January 30, 1867 in Delaware.[1] Its objective was to link Cambridge, Maryland with the Delaware Railroad at Seaford. Cambridge, with a population of about 2,500, was at that time the largest city on the Eastern Shore of Maryland. In 1867 the Delaware road built a branch of six miles from Seaford to the state line, leased it to the D. & D., and loaned the company sufficient capital to complete its line the 27 miles from there to Cambridge. Construction of the Dorchester & Delaware began in April of 1868 and on November 8, 1869 the first service over the entire line was operated. The total cost of the railroad was $300,000.[2] The two bands of 50-pound rail stretching from the interior of the Peninsula to the banks of the broad Choptank River were to have almost as great an impact on the city as all of its waterborne commerce.

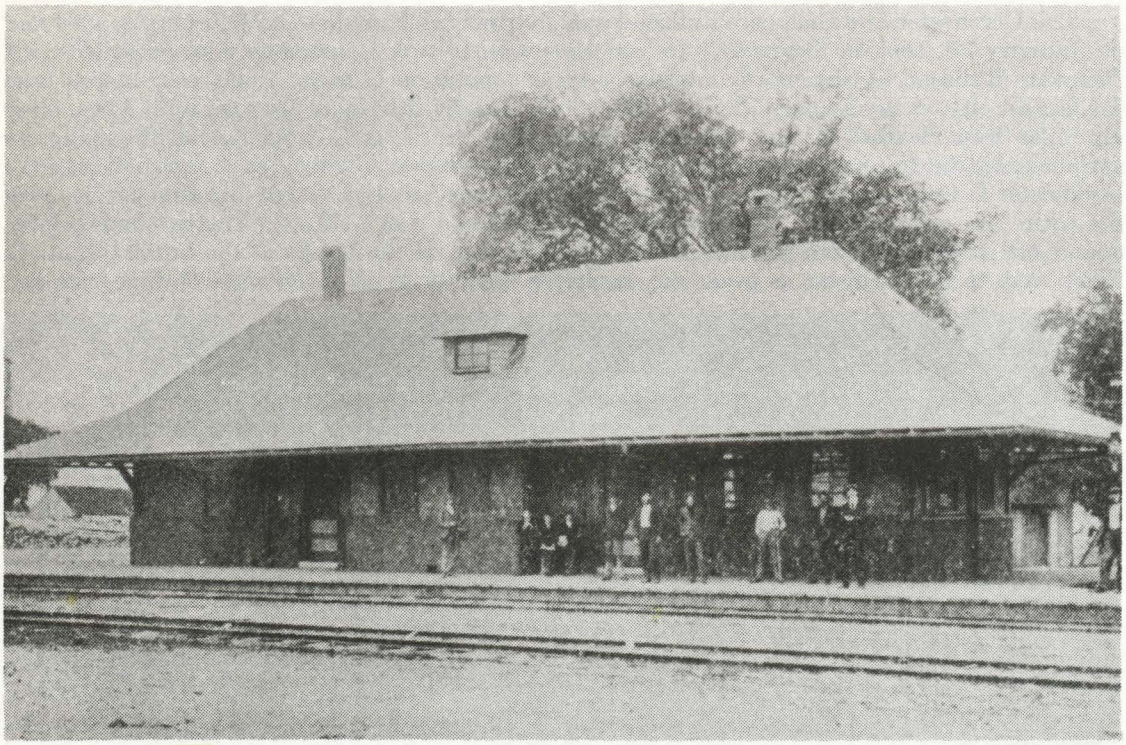


A very rare fine is this photograph made by the Jackson and Sharp Works of Wilmington, Delaware upon completion of a combination smoking, baggage, and mail car for the Dorchester & Delaware Railroad in 1874. Dorchester Countians, believe it or not, your ancestors rode in this car. (Delaware State Archives, Dover, Delaware)

The editor of the *Dorchester County News* stated his belief that the railroad would do great things for Cambridge:

> It will build her up to a city of no mean standing . . . . Go to some other village ye men of plodding, antiquated ideas. You but stand in the way of progress here. We want men of nerve, energy, and enterprise here . . . . idle conduct is fashionable no longer, . . . Loafing accords not well with the business animation, the shrill whistle of the locomotive infuses in the masses of people in every village or town where it is heard.[3]

Traveling by rail from Cambridge to Seaford, the stations passed were Thompson, Ayries (now "Airey"), Linkwood, East New Market, Hurlock, Williamsburg, and Federalsburg, all in Dorchester County. There was at one time a State Line station house, later known as "Oak Grove" just inside Delaware. There was only one station between the state line and Seaford, which was at Flowertown. One station was later established in the small corner of Caroline County through which the D. & D.'s tracks passed called "Dessard."



The station at Cambridge is today one of the most attractive and nicely maintained railroad depots on the Peninsula. The station is shown while still used for the purpose for which it was built. It later was used as a bus terminal and now serves as a real estate office. (J. Bruce Wright)

The citizens of Vienna reported that they could hear the train's whistle and pointed out that their community was only seven and one-half miles from Linkwood. Vienna had been of importance earlier in its history due to its situation on the Nanticoke River, but had not kept pace with other towns due to the lack of additional transportation facilities. The editor of the *Dorchester County News* assured the people of Vienna that if they had men with the drive and perseverance of those who had built the Dorchester & Delaware, they would soon have their railroad, too. W. Wilson Byrn, president of the D. & D., had so completely devoted his energies to the building of the railroad that:

> . . . he lost sight of his farm, and his crops of wheat were even spoiled for want of his attention.

Thomas W. Anderson, a Cambridge drygoods dealer, was also completely possessed by his duties with the railroad:

> . . . leaving his store and other business for weeks at any moment, no matter how much they needed his attention, if the interests of the Road demanded him in Philadelphia, Wilmington or Baltimore.

It was some time, though, before Vienna got its railroad. There was also much enthusiasm for an extension of the line from Seaford to Georgetown, Delaware, but this was never accomplished.

As an example of the impact which the railroad's coming had, it is reported that land near the right-of-way which had previously been selling for five dollars an acre was selling for fifty dollars an acre after it was built. The availability of means to ship produce to distant markets added tremendous value to any property. This was a major reason why local landowners were so happy to deed rights-of-way to a railroad free. An added incentive may have been the prospect of seeing their names on a station sign.

Of course, there were problems associated with the coming of the railroad. It's recorded that, on one of the first trips over the line, the train struck and killed several pigs and a cow belonging to a Mr. Hurley. Realizing the importance of the animals to Mr. Hurley, the citizens of Cambridge contributed about $50 to make up for his loss. With a ready means to ship local produce to new markets, where high prices could be had, items once abundant became difficult and expensive to obtain. The *Dorchester County News* lamented that, in the center of a major peach-growing area, peaches were as scarce as if they were not grown for hundreds of miles. On November 17, 1869 a severe rain and hailstorm swept through the county, lifting the depot off its foundation and causing considerable damage.

The new railroad was put to its first big test when a large celebration was held at Hurlock on July 4, 1870. The D. & D. passed with flying colors, handling over a thousand passengers without the least delay or inconvenience.

The Cambridge *Democrat & News* of February 22, 1873 reported the following financial results from the Dorchester & Delaware Railroad Company's seventh annual report, covering the year ended October 31, 1872:

Revenue		*Operating Expenses*
Passenger	$ 8,510.03	
Freight	9,013.80	$15,616.64
Mail	1,591.25	
Drawbacks	3,617.23	*Net Earnings*
Misc. Sources	59.58	
	$22,791.89	$ 7,175.25

CAMBRIDGE AND SEAFORD RAILROAD.

Mixed.	Mls	*October 6, 1884.* (*Eastern time.*)	Mixed.
†12 01 NO'N	0	lve.... Seaford [1]... arr.	9 12 A.M.
12 07 "	4	.....Flowertown.....	9 03 "
12 21 "	6	.. ....Oak Grove.....	8 51 "
12 39 "	10	.....Federalsburg.....	8 36 "
12 52 NO'N	14	.....Williamsburg.....	8 18 "
1 01 P.M.	17	.....Hurlock.....	8 08 "
1 18 "	20	....East Newmarket....	7 53 "
1 34 "	24	.....Linkwood...	7 35 "
1 45 "	27	.....Airey.....	7 22 "
1 55 "	29	. .....Thompson.....	7 13 "
2 10 P.M.	33	arr...Cambridge..lve.	†7 00 A.M.

a To let off passengers from Wilmington and points north or take on passengers for points south of Delmar.
b To let off passengers from south of Delmar.

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It was unusual in that day and age for freight revenue to exceed the income derived from passengers.

In spite of the excellent financial showing posted in the early 1870's, by the end of the decade, troubles beset the railroad. The Cambridge *Democrat & News* of March 13, 1880 stated that the railroad's earnings were off drastically and that the hands had been asked to take a cut in pay. They had planned to strike, but a compromise was reached. On April 17, the paper stated that President Byrn's annual salary had been reduced from $1200 to $600. In the next week's issue, it was announced that President Byrn had resigned rather than accept the reduction. On May 15, the *Democrat & News* reported that John Webster had been elected to succeed Wilson Byrn as president of the Dorchester & Delaware. By 1881 things were looking up and the *Democrat & News* of September 3 stated that the D. & D.'s earnings were several thousand dollars ahead of the same time in 1880. The company was encouraged enough to invest in two new freight cars. The January 14, 1882 issue reported that the D. & D. was in the black for the period of October 31, 1881 to December 21, 1881, with receipts of $1,993.88 and disbursements of $1,993.57, a whopping cash surplus of $ .31!

The D. & D. had a locomotive named *W. Wilson Byrn* after the company's first president which was built by the Baldwin Locomotive Works in November of 1868. There was also an old locomotive called *Dorchester* on the line, as the Cambridge *Democrat & News* of April 3, 1880 mentions that she had failed her hydrostatic boiler test four days earlier and would not again be fit for service. These were probably the only locomotives owned by the D. & D. until August, 1882 when a third engine was delivered new from the builder. After the arrival of this engine, the *W. Wilson Byrn* was completely overhauled and converted from wood to coal.

The Dorchester & Delaware enjoyed a very brisk and steadily growing business from the start. The heavy outbound traffic of agricultural products, timber, and seaford made it a paying proposition. The Philadelphia, Wilmington & Baltimore Railroad acquired a controlling interest and on June 1, 1883 it was reorganized as the Cambridge and Seaford Railroad under P. W. & B. auspices.[4]

FOOTNOTES

1. *Instertate Commerce Commission Tentative Valuation Report*; Pennsylvania Railroad.
2. *Poor's Manual* for 1870.
3. Reginald C. Orem, Jr. in an article appearing in the *Cambridge Banner* in July, 1969 to commemorate the 100th anniversary of the opening of the Dorchester & Delaware gives an interesting account of early goings-on. This and following passages from the *Dorchester County News* are quoted from Mr. Orem's article.
4. Scharf, p. 426.

CHAPTER VIII

Queen Anne's County Must Have A Railroad

After the failure of the Eastern Shore Rail Road project, there remained much enthusiasm for a railroad to serve Queen Anne's County. The Queen Anne's and Kent Railroad was chartered in 1856 as a result. The company was authorized to survey and construct a line from Centreville or any other point within the county through Kent County, Maryland to Fredericktown in Cecil County to connect with the Sassafras River Railroad, then under construction. The railroad was also afforded the options of building to Elkton to join the Philadelphia, Wilmington & Baltimore Railroad, or to the Delaware line to connect with the Delaware Railroad or its branches. The Queen Anne's & Kent Railroad was authorized to sell up to $300,000 worth of stock at $25 per share in order to finance the project.

In 1860 the county received $110,455 from the State of Maryland to be applied to the Queen Anne's & Kent Railroad as its share of the money appropriated for the Eastern Shore Rail Road. These funds had been set aside for the decades-earlier project, but had remained largely unspent and were then divided among the counties for their individual use. This provided impetus strong enough to start the ball rolling.

In May of 1860 a gathering was held at Centreville and a committee was appointed to correspond with citizens of Baltimore to promote construction of the road. As recorded in Emory's *History of Queen Anne's County* the proposed route would extend from 'some central depot between Queenstown and Hillsborough, through the centre of the county, passing near the villages of Ruthsburg, Beaver Dams, Church Hill and Sudlersville to Millington.' By building such a road it was believed that 'not only would the trade of Baltimore be retained, but much from the upper portions of Kent, Queen Anne's and Caroline, which now goes to Philadelphia via Smyrna, would also be drawn to Baltimore.'

The Civil War broke out, delaying further progress. In 1864, the Legislature passed an act continuing in force the original charter, but the project was not resumed until August, 1866. Two routes were at first considered for the new road. One would have run from Galena, which was on the route of the proposed Kent County Railroad at that time, through Crumpton to Centreville, a distance of 20 miles. The other was in general the line ultimately built from Massey's Cross Roads by way of Millington to Centreville, a distance of 23 miles.

In 1867 the Delaware Railroad built the Townsend Branch Railroad from Townsend to the state line and later extended it to Massey in order to connect with the Queen Anne's & Kent Railroad. This line was later leased to the Q. A. & K. company.

Authorization was obtained from the State Legislature by the county to levy a tax to provide a $60,000 subscription to the railroad, provided that it was approved by popular vote. In 1867 it was decided to secure a new charter, the old one having been granted eleven years earlier. The Legislature obliged by amending the original one and increasing the capital stock to $600,000. The road was then authorized to build from Centreville or any other point to Elkton or to the state line and on the southern end to connect with the Maryland & Delaware Railroad and to construct branches. A supplemental act repealed the act of 1866, which required that the question of the county's subscription be submitted to popular vote.

On May 7, 1867 subscription books were opened for the proposed railroad at Centreville and within two weeks more than $20,000 worth of stock had been sold. Officers were elected with Lloyd Tilghman, member of a prominent area family, serving as president of the company. At the annual meeting it was announced that a route had been surveyed from Massey's to Millington, Sudlersville, Cox's Saw Mill, Centreville, and on to the Chester River near Carpenter's Island (near Queenstown). An alternative route was surveyed, beginning on the road from Roseville to Church Hill where it intersected the other survey, passing from there to the road leading from Centreville to Colgan's Cross Roads and then by a curve to Centreville.

The length of the first route was 30.29 miles with an estimated cost of $382,645.50, while the second was about 30½ miles in length and would have cost approximately $378,390.60. The first

STATE OF MARYLAND.

$500

The Queen Annes and Kent Rail Road Company

FIRST MORTGAGE BOND.

Five Hundred Dollars

Queen Annes and Kent Rail Road Company

In Witness whereof,

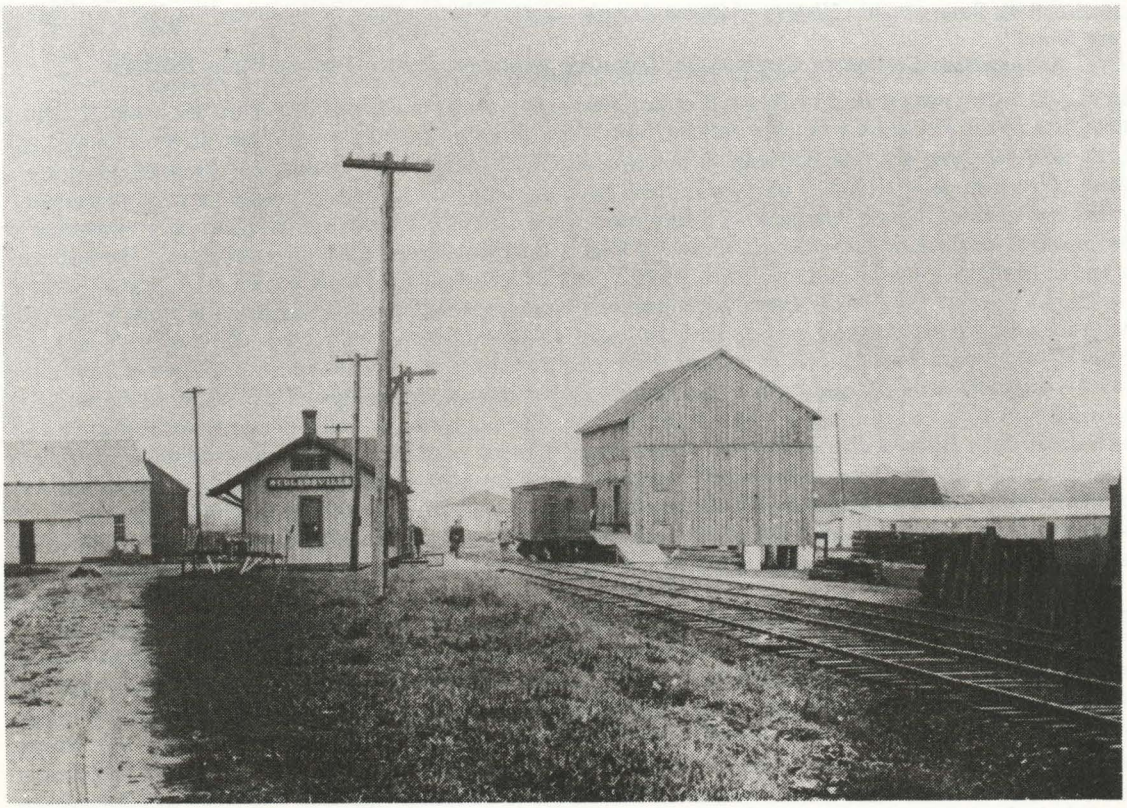
THE QUEEN ANNES AND KENT RAIL ROAD COMPANY.

The ninth coupon remained unredemed, demonstrating the financial hardship which often fell on civic-minded local citizens who invested their hard-earned dollars in an early railroad venture. However, despite the failure of the railroad company, the economic benefits which its promoters had visualized were often realized. (Maryland Historical Society, Baltimore, Maryland)

route was agreed upon. In January of 1868 the Queen Anne's & Kent entered into a contract with Stearms and Quigley, a Wilmington, Delaware firm, for construction of the line from Massey's to Centreville at a cost of $300,000, $255,000 of which was to be paid in cash and the balance in the company's bonds. Ground was broken at Millington on Thursday, February 6, 1868, accompanied by impressive ceremonies. The contractors began work on March 8.

Service over the Queen Anne's & Kent was opened from Massey's to Centreville in August of 1868.[1] The new line passed through Millington, Sudlersville, Coxe's (now Barclay), Tilghman's (soon replaced by Robert's), Price's, Talky's Mill (which it is believed was later called "Ashland Station" and is now Hayden), and Carville Station. The line was never extended to the Chester River, as was originally intended. This precluded any direct connection with Baltimore, leaving the line entirely dependent on the Delaware Railroad for traffic connections and the area even more a tributary of Philadelphia than before. This was very much in contrast to the claims made by its promoters to encourage the support of Baltimore interests.

The Queen Anne's & Kent Railroad was, unfortunately, a losing proposition. Having defaulted on its bonds, the railroad was sold under mortgage foreclosure proceedings to the company's board of directors on July 14, 1874 for $75,000, one-fourth of its original cost. The purchasers were incorporated as the Queen Anne's and Kent Railroad Company with Benjamin F. Biggs, later governor of Delaware, as its president.[2] Afterwards, the line fell into the hands of the Philadelphia, Wilmington & Baltimore Railroad and was reorganized under that company's auspices on May 2, 1877. The Queen Anne's & Kent Railroad, as reorganized, operated under its own organization until October 15, 1881 after which it was operated by the P. W. & B.[3]



The scene at Sudlersville, Maryland early in the century was that of a typical country station. (Queen Anne's County Public Library, Centreville, Maryland)

QUEEN ANNE'S & KENT & TOWNSEND BR. RAILROAD.

Pass'ger	Pass'ger	Mls	*October 6, 1884.*	Pass'ger	Pass'ger	
†7 40 P.M.	†9 50 A.M.	0	lve.. Townsend [1]..arr.	8 55 A.M.	4 25 P.M.	Eastern time.
7 48 "	9 58 "	4	.....Van Dyke's.....	8 48 "	4 17 "	
7 53 "	10 03 "	6	.....Golt's.....	8 42 "	4 12 "	
8 03 "	10 12 "	9	.....Massey's.....	8 34 "	4 05 "	
8 12 "	10 21 "	13	.....Millington.....	8 25 "	3 56 "	
8 22 "	10 32 "	18	.....Sudlersville.....	8 14 "	3 45 "	
8 29 "	10 38 "	21	.....Cox's	8 07 "	3 38 "	
8 42 "	10 51 "	27	.....Price's.....	7 53 "	3 25 "	
8 46 "	10 55 "	29	.....Ashland.....	7 49 "	3 20 "	
8 51 "	11 01 "	31	.....Carville's.....	7 43 "	3 13 "	
9 00 P.M.	11 10 A.M.	35	arr...Centreville....lve	†7 35 A.M.	†3 05 P.M.	

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FOOTNOTES

1. *Poor's Manual* for 1884, p. 336.

2. This chapter is primarily based on an account of the early history of the Queen Anne's & Kent Railroad by Emory in his *History of Queen Anne's County,* wherein most of the preceding facts and figures are found.

3. *Instertate Commerce Commission Tentative Valuation Report*; Pennsylvania Railroad.

CHAPTER IX

Delusions of Grandeur

While most railroads had their pet plans for expansion, there was one upper Shore line which always seemed to have delusions of grandeur which were never quite fulfilled. In fact, it undertook so many different projects throughout its history that it's practically impossible to record them all. This line was originally the Kent County Railroad. The county itself was the major backer, using funds appropriated from the stillborn Eastern Shore Rail Road project.

Shortly after the Civil War a route for the railroad was proposed to pass through Kent County by way of Galena, a more northerly route than the one eventually built.

In 1868 a contract was let for the construction of a railroad from Massey's by way of Kennedyville to Chestertown, including wharf facilities on the Chester River, and from there to Bel Air, Ree's Corner, and to a terminal on Swan Creek, near Rock Hall. A record of the projected route and its cost is found in Usilton's *History of Kent County*:

Masseys to Kennedyville	$155,272.98
Kennedyville to Worton	95,213.31
Worton to Chestertown	64,003.34
Chestertown to near Fairlee	80,007.65
Bel Air to Battershell Hill	48,383.89
To Deep Landing (Rock Hall)	105,118.83
	$548,000.00

Of this amount, $169,332 was to be paid in cash, $98,640 in Kent County bonds, and the balance in the company's bonds at par.

There followed a period during which adjustments were made, more precisely defining the route. It was not until 1869 that a decision was reached and construction begun. On July 23 of that year the railroad was employed to bring the United States mail to Kennedyville by rail and on to Chestertown by stage. By August, 1870 the road had reached Worton and grading into Chestertown was under way. Its destination was still Rock Hall, but it was essential that Chestertown be reached, as it was a much more practical intermediate goal. The line, as built, ran due west from Massey's through Lambson, Black's, Kennedyville, and then executed almost a right angle turn as it passed through Still Pond, Lynch, and Worton. However, there arose a dispute with the contractors and the road was not accepted until 1872.

On February 20, 1872 the railroad was at long last opened to Chestertown.[1] The 22-mile road was leased and operated by the Philadelphia, Wilmington & Baltimore Railroad, although the period of P. W. & B. operation apparently did not last very long. In late 1871, the local newspaper had reported that the company was "barren of funds" and could not afford to build a station at Chestertown. A warehouse served temporarily as ticket office until a station was erected at High Street. An attempt was made to complete the road along its original route. This line, a small portion of which is still in use, diverged from the Chestertown line near the station. Its rails at one time extended to the vicinity of Bel Air, about half the distance to Chesapeake Bay. This extension was never completed, which is not surprising in view of the company's financial condition.

Meanwhile, the company set its sights in the other direction and met with considerably more success. The intent was to form what would have been the first trans-peninsula railroad. To that end, a company controlled by the Kent County line was formed in January of 1873 to carry on through the neighboring state to the Delaware River. A two-mile extension was built under the charter of the Kent County Railroad from Massey's to the Maryland-Delaware boundary. From there the subsidiary company which had been chartered in Delaware built its portion of the new line through Delaney's, Bingham's, Clayton, and Smyrna to the protrusion of land known as Bombay Hook at Pierson's Cove. For this reason it was often referred to as the Bombay Hook branch, although it was officially the Smyrna and Delaware Bay Railroad.

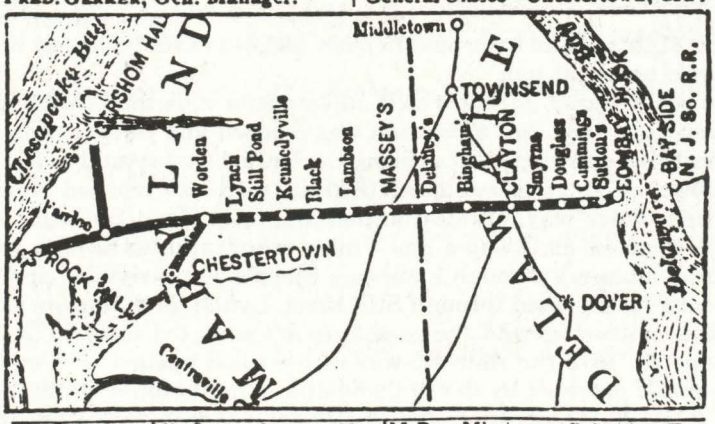
Opened in September of 1873, the new railroad was 18 miles long.[2] The small resort of Woodland Beach developed at the end of the line.

The railroad was evidently in poor financial condition, the company's resources drained by its ambitious construction efforts. Problems seemed to abound from the beginning. It's recorded in the *Kent News* that on March 3, 1872, shortly after the line was opened to Chestertown, the train was stuck in a snowdrift and the crew was finally forced to proceed to Chestertown with just the engine. The next day it brought back the passenger cars, but upon arriving at Chestertown the locomotive inexplicably switched onto the turntable, demolished a handcar, and did some damage to the enginehouse. The passenger cars rolled off the end of the track. The Queen Anne's & Kent Railroad's engine had to be sent for to pull the Kent County Railroad back on the track. Less amusing was a strike which occurred in 1874, shutting down the line. Throughout, however, one service was maintained; the mail was carried as far as Worton by handcar.

As the Kent County Railroad was located in the most northerly region of the Peninsula, snow seemed to plague the line much more severely than others. The many stories and photographs recounting efforts to combat snow along the line attest to this fact. A deep cut about 100 yards east of the Chestertown depot was the scene of fierce snow fighting on a number of occasions. More often than not, the snow won, as it did on December 26, 1876. On that day the regular train was snowbound in this cut. A locomotive dispatched to rescue the stranded train became stuck in the same drift. With the road's entire roster tied up in one snowdrift, it might have been easier to wait for the spring thaw before resuming operations.

KENT CO. AND SMYRNA & DELAWARE BAY R. RS.

JOHN F. BINGHAM, President. | C. M. HURLEY, Secretary & Treas.
FRED. GERKER, Gen. Manager. | General Offices—Chestertown, Md.



Pas.	Pas.	Pas.	M	*September* 20, 1880.	M	Pas.	Mix.
P. M.	A. M.	A. M.		LEAVE] [ARRIVE		P. M.	P. M.
3 20	7 05	10 05		.....**Baltimore**.....		3 28	9 20
5 13	8 10	11 45		lve **Philadelphia** arr		2 55	8 25
P. M.	A. M.	P. M.		(*Philadelphia time.*)		P. M.	P. M.
6 20	9 35	1 05		lve. **Wilmington**. arr		12 07	6 05
7 35	10 02	2 06		lve. **Middletown** arr.		11 26	5 30
.....	.....	.....	0	lv. **Bombay Hook**. ar	42	.....	.....
*8 10	¶1110	**240	10	lve...**Clayton**[1]..arr.	32	10 35	4 30
8 25	11 25	2 55	14	.....Bingham's.....	28	10 25	4 10
8 35	11 40	3 00	17	.....Delaney's.....	25	10 15	4 00
8 50	11 55	3 15	20	.**Massey's Junc.**[2].	22	10 00	3 45
9 05	12 10	3 30	24	.....Lambson.....	18	9 45	3 30
9 15	12 20	3 40	27	.....Black.....	15	9 30	3 15
9 25	12 35	3 50	30	.....Kennedyville....	12	9 15	3 00
9 30	12 45	4 00	33	.....Still Pond.....	9	9 00	2 45
9 40	12 50	4 05	35	.....Lynch.....	7	8 55	2 30
9 45	1 00	4 10	37	.....Worton.....	5	8 45	2 20
10 00	1 15	4 30	42	....**Chestertown**...	0	*8 30	¶2 0[illegible]
P. M.	P. M.	P. M.		ARRIVE] [LEAVE		A. M.	P. M.

* Daily; † daily, except Sunday; ‖ Sunday only.

CONNECTIONS.—[1] With Del. & Ches. R. R., and Del. Div. Phila., Wilm. & Balt. R. R. [2] Junction of Kent County and Queen Anne & Kent R. Rs.

The distance from Bombay Hook to Baltimore is 70 miles.

* Daily; ¶ Thursday only; ** daily, except Thursday.

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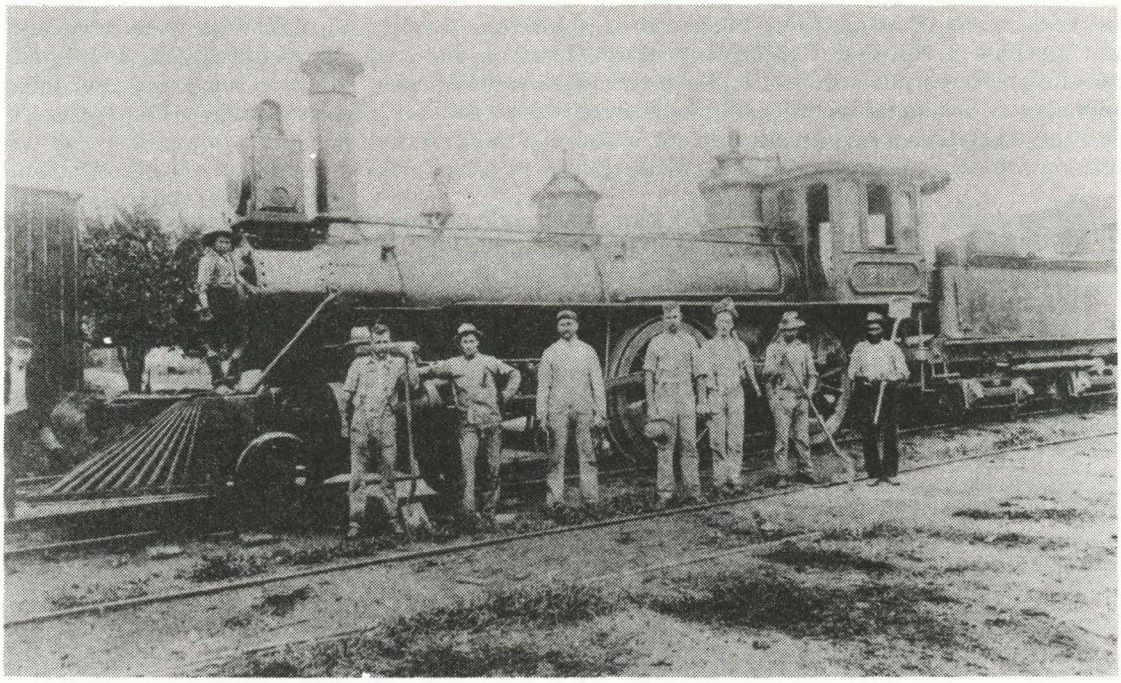
An article appeared in the *Kent News* on February 12, 1876 under the heading of "A Little Railroad Squabble." It seems that the Queen Anne's & Kent Railroad's officials were upset because the Kent County Railroad was running its trains into Clayton to connect with the Delaware Railroad, instead of into Townsend as before. Prior to construction of the Smyrna & Delaware Bay Railroad, the Kent County Railroad had operated its trains over the Queen Anne's & Kent's leased line, the Townsend Branch Railroad, to reach the Delaware Railroad at Townsend. The Kent County company had, of course, paid a fee for use of this trackage which was missed by the Queen Anne's company. To get back at the Kent County Railroad, the Q. A. & K. tried to extort a $400 annual payment from the company for using about 400 feet of its track at Massey, which was needed to reach the Bombay Hook extension. However, Kent County line officials found that there were regulations governing the charges which could be made in such situations and that the maximum allowable in this case was $70, which was promptly paid.



Locomotive No. 235 of the Baltimore & Delaware Bay Railroad is shown here. She is supposed to have been a former Lehigh & Susquehanna Railroad engine built by the Baldwin Locomotive Works. Photograph was taken in the 1890's. (Smithsonian Institution)

One of the locomotives on the Kent County Railroad seems to have been easily diverted from the right-of-way. She was the *Delaware* and we find that on August 25, 1875, the engine derailed at Black's due to a misplaced switch. Efforts to re-rail her failed until three o'clock the next morning when a Cape May excursion train returning from Bombay Hook arrived to help. Less than a week later, on August 30, the *Delaware* was again off the track, this time at Worton. Another mention of motive power on the Kent County road is found in a short article in the *Smyrna Times* of November 20, 1875:

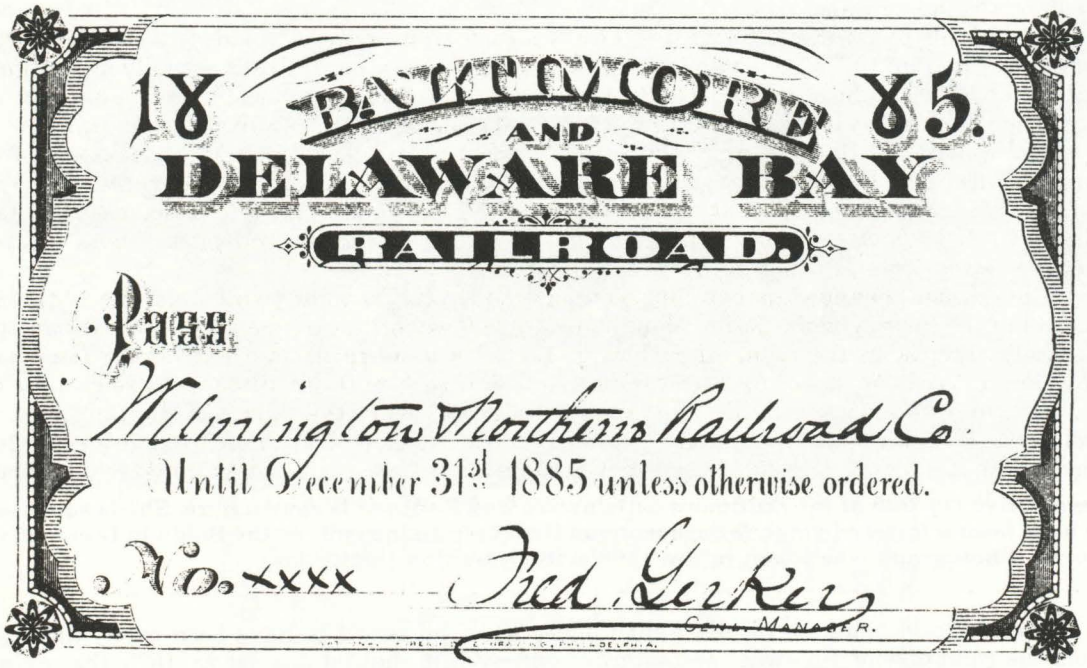
> The old locomotive "Thomas Clayton," so long anchored on the Bombay Hook Railroad, off this town, has been purchased by the Junction & Breakwater road. She has been nicely fixed up and will be re-christened and called No. 4. She was bought for $1,500.

These locomotives were old P. W. & B. engines, probably used by that company in operating the line and then sold to the Kent County Railroad when it began independent operation. *Poor's*

Manual for 1872-1873 lists the railroad's equipment as two locomotives, two passenger cars, and one baggage car.

According to Usilton, the Kent County Railroad was leased to its president, M. W. Serat, on July 10, 1874. The road was sold at public auction at the Voshell House on February 15, 1877. It was reportedly purchased by the famous railroad tycoon, Jay Gould, through Mr. J. F. Bingham for $33,000 and other considerations. Gould in turn leased the road to Colonel Fred Gerker, supposedly for only one dollar a year.[3]

It was felt essential to the success of the road that it be completed to the Chesapeake Bay. To accomplish this, construction had begun over a new route leading from Worton through Bel Air, where it intersected the previous survey, to Herring Pond, near what later became Tolchester Beach. By the time the road was auctioned, this line was completed about four miles to Nicholson Station and was graded all of the way to Herring Pond. By the end of 1877 the rails had reached Parsons, eight miles from Worton, and in 1878 the tracks were laid to a point also identified as "Nicholson's" by the company, about nine miles from the junction.[4] That was as far as it got, although there continued to be interest in extending the line to both Rock Hall and Tolchester. Although Tolchester was considered to have the better harbor, Rock Hall was the closest Eastern Shore port to Baltimore. Chestertown was, of course, also a port of some importance, but its location far up the Chester River made for a long steamer trip to Baltimore and the desire for a bay terminal.



(Robert J. Barkley)

Col. Gerker held his lease on the Kent County Railroad, reportedly refusing an offer of $275,000 for the road, until 1879, at which time he sold out to a Mr. E. P. Thielens of New Jersey. This signaled the beginning of a new era for the line, as Mr. Thielens was acting in consort with the New Jersey Southern Railroad. The New Jersey Southern had been interested in the road for some time and had put up two-thirds of the $375,000 price paid for the Kent County Railroad. Mr. Thielens was to keep up the line for two years with his one-third interest until the foreign road took over.[5]

The New Jersey Southern apparently intended to divert the Eastern Shore's peach and produce business to its own rails via a steamboat connection from Bombay Hook to its terminal at Bayside, New Jersey. For one season a car ferry was operated between these points. This business was not inconsiderable on the Kent County Railroad alone. It's recorded that at the

beginning of one peach season, the road hired 31 peach cars, almost as many as the entire Delaware Railroad. At the height of the season, as many as two "peach trains" were operated daily. Under Jersey Southern control, the Kent County Railroad was reorganized as the Baltimore and Delaware Bay Railroad in 1881. The Smyrna & Delaware Bay Railroad continued under the ownership of the new company. The company's official headquarters were moved from Chestertown to New York, although the principal offices were located at Clayton.

The New Jersey Southern Railroad went into receivership and eventually became a part of the Central Railroad of New Jersey. The Jersey Central gave up its lease of the Baltimore & Delaware Bay Railroad in May of 1889 and left the line to be operated by its own organization, although it retained its controlling interest.[6]

The railroad's New Jersey owners had not completed the western end of the line, but under independent operation new life was breathed into the scheme. Accordingly, construction was again commenced, this time toward the railroad's original goal of Rock Hall, making use of the existing track from Worton Junction to Nicholson. An 1893 report states that grading had reached within four miles of Rock Hall and that the road would probably be finished by the end of the year. Unfortunately, the whole project just fizzled out. By this time the railroad was operating between Chestertown and Clayton only.[7] It was not until the company came under the control of the Pennsylvania Railroad that the line from Clayton to Massey was given up. Service to Bombay Hook had never been advertised on a regular basis, but apparently was operated only by special excursion trains to Woodland Beach and to connect with the popular excursion boats to Cape May.

Despite all of its proud plans, the little railroad never quite succeeded. Its two surveys looked like a giant "X" on the map of Kent County, Maryland, but the rails actually laid formed only a big loop. On the other hand, there are still pleasant memories of summer afternoons long ago when the railroad ran hayrides for young folks on its flatcars to Woodland Beach.

Mr. Robert J. Barkley of Smyrna, a former railroad employee and grandson of a superintendent of the Delaware Division of the P. W. & B., recalls that a reminder of the railroad's early attempt at greatness survived for many years. Although never operated, the Nicholson Branch was still intact until the 1920's. By the time it was "salvaged," though, there were full-sized trees growing between the rails.

The railroad managed to maintain its separate identity for some years, but came under the control of the Pennsylvania Railroad on June 16, 1900 when that company acquired the Jersey Central's interest in the road. After June 1, 1901 it was operated as a part of the Delaware Division of the P. W. & B.[8] In 1902 the Baltimore & Delaware Bay Railroad was sold to the P. W. & B. and became a part of the Delaware Railroad.[9] After the failure of the Baltimore & Delaware Bay Railroad to complete its line to Chesapeake Bay, there was considerable discussion of building a trolley line from Chestertown to Rock Hall, but nothing resulted, thus marking the fourth unsuccessful attempt to reach the bay by rail in Kent County.

FOOTNOTES

1. Usilton, p. 121.
2. *Poor's Manual* for 1879, p. 412.
3. Col. Gerker was mentioned as lessee of the Kent County Railroad in the interest of the New Jersey Southern Railroad both before and after its sale in 1877. The *Kent News* mentions only that the road was sold to its bondholders. However, Jay Gould was interested in the New Jersey Southern at the time and may well have acquired the Kent County Railroad through Mr. Bingham, as stated.
4. There may be an explanation for the transitory nature of the names of these points. There were no towns of any consequence on this second extension, except Bel Air. Consequently, the names of the "stations" were selected by the company, most probably the names of its directors. The first "Nicholson Station" was just an end-of-track location in all likelihood named after Robert Nicholson, a director. When the line was extended further the second end-of-track was apparently named after Mr. Nicholson, also. The first "Nicholson Station" is believed to have been later referred to as "Vickers," probably after the Honorable George Vickers, another director. "Parsons" may well have been named after still another

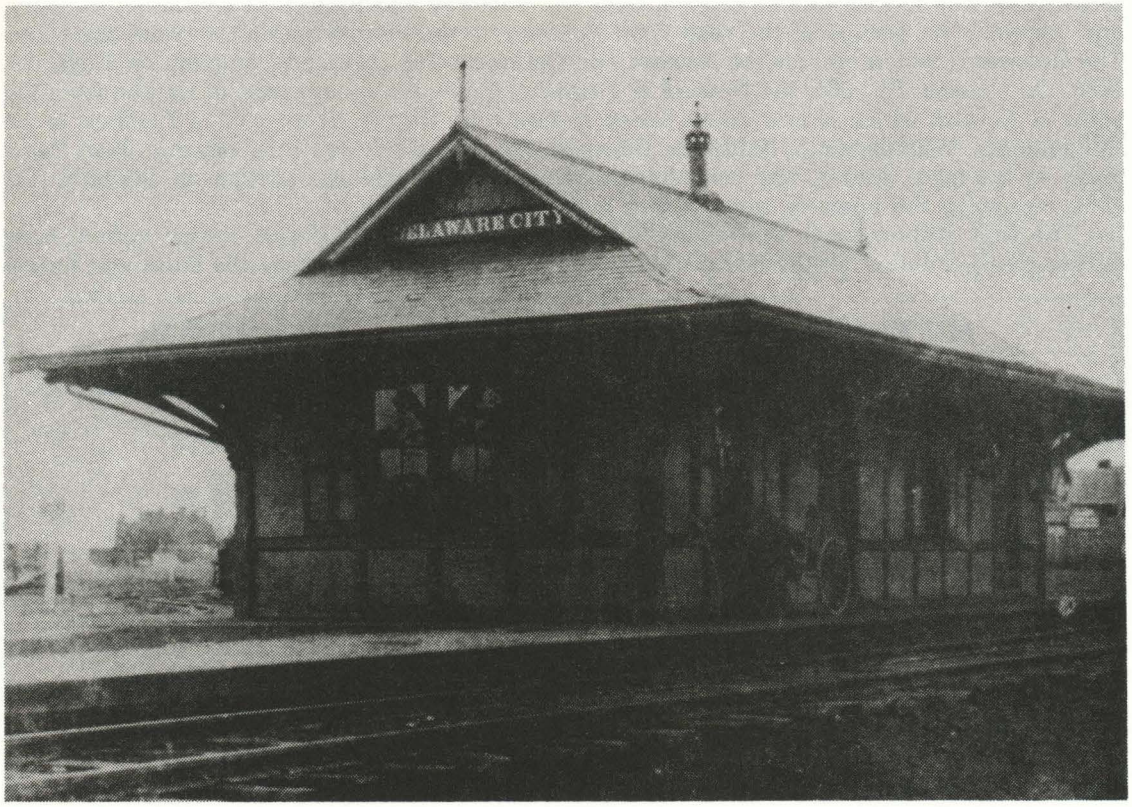
director, Mr. Isaac Parsons. The only name which appears to have survived is that of the first "Nicholson," about four miles west of Worton, which is known as such today.

5. Usilton, p. 121.
6. Crater, p. 19.
7. *Maryland,* p. 337.
8. *Poor's Manual* for 1901, p. 725.
9. Burgess and Kennedy, p. 488.

CHAPTER X

Coal Trains to the Delaware River

Delaware City, Delaware once had some high aspirations. Its residents felt that their town had the advantages necessary for it to become one of the greatest ports for the transshipment of coal on the east coast. Delaware City is located on the broad, deep waters of the Delaware River at the eastern end of the Chesapeake & Delaware Canal. In the last century, this strategic location lacked but one feature of being a major transportation crossroads, a railroad.



A rare find is this photograph of the station at Delaware City, Delaware. (Post Card from Caley Historical Post Card Collection — Smyrna, Delaware)

The railroad which was built to serve Delaware City had a long corporate history, which is generously provided by Mr. Hugh R. Gibb, historian of the National Railway Historical Society. Its earliest predecessor was the Delaware and Pennsylvania Railroad Company, which was organized by act of the General Assembly of Delaware on February 26, 1857. This was followed by an act of the General Assembly of the Commonwealth of Pennsylvania on March 24, 1868, organizing the Doe Run and White Clay Creek Railroad Company. On April 20, 1869, the name of this company was changed to the Pennsylvania and Delaware Railway Company. These two companies were consolidated under the name of the Pennsylvania and Delaware Railway Company by authority of both states on March 17, 1873. The line was opened from Pomeroy, Pennsylvania, on the main line of the Pennsylvania Railroad, to Delaware City on July 1 of that year, a distance of 38.6 miles.

The *Smyrna Times* of November 20, 1875 had this to say about the development of the much-desired coal business at Delaware City:

> The establishment of coal wharves at Delaware City tells favorably on business there. These were put there about 7 weeks ago by the Peninsula Coal Company. The coal is taken there from the mines, through the canal, and deposited on these wharves where it is reshipped by vessel to all parts of the seacost (sic) of the Atlantic. When the canal freezes up, the coal will be shipped by Pennsylvania & Delaware Railroad. Last week, 9,000 tons were on the wharves. The town has long been struggling for this trade.

The Pennsylvania & Delaware Railway was leased to the Pennsylvania Railroad to be operated at cost, any balance being paid to the lessor company. However, the line was unable to turn any sort of a profit and was sold under foreclosure proceedings on August 12, 1879. A new corporation was formed on February 5, 1880, the Pomeroy and State Line Railroad Company, and acquired the portion of the road from Pomeroy to the Pennsylvania-Delaware state line. The Delaware portion became the Newark and Delaware City Railroad Company on March 29, 1880. On October 29, 1881, the Newark & Delaware City sold the segment of its line from the point in Newark which is now Davis Tower to Delaware City, a distance of 11.82 miles, to the Philadelphia, Wilmington & Baltimore Railroad. The balance of the line, running from Davis north to the state border, was consolidated with the Pennsylvania portion on December 29, 1881, becoming the Pomeroy and Newark Railroad Company.[1]

The first station south of Newark was Wilson, followed by Cooch (which gained fame during the Revolution as the site of the Battle of Cooch's Bridge, where the stars and stripes

NEWARK AND DELAWARE CITY RAILROAD.

Pas.	Pas.	Pas.	Mls	*December* 14, 1884.	Mls	Pas.	Pas.	Pas.
	P. M.	A. M.		LEAVE] [ARRIVE		A. M.	P. M.	
	†6 23	†8 46	0	.....Newark [14].....	12	8 40	5 41	
	6 26	8 47	½	.....Junction.....	11½	.....	..	
	6 30	8 49	1	.....Wilson.....	11	8 35	5 35	
	6 35	8 53	3	.....Cooche.....	9	8 31	5 31	
	6 40	8 57	4	.....Keeney.....	8	8 27	5 27	
P. M.	6 43	8 59	5	.....Glasgow.....	7	8 25	5 24	NO'N
†1 05	7 03	9 03	7	.....Porter [18].....	5	8 22	5 20	12 05
1 08	7 08	9 08	8	.....Corbitt.....	4	8 12	5 08	12 00
1 13	7 12	9 12	10	.....Reybold.....	2	8 07	5 05	11 56
1 19	7 18	9 18	12	...Delaware City...	0	†8 00	†5 00	†11 50
P. M.	P. M.	A. M.		ARRIVE] [LEAVE		A. M.	P. M.	A. M.

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were first unfurled in battle), Keeney, Glasgow (which had been a station on the abandoned portion of the New Castle & Frenchtown Rail Road), Porter (where the line crossed the Delaware Railroad), Corbit, Reybold, and Delaware City.

Passenger service on the line was operated from Newark Center to Delaware City, with at least one Baltimore-Delaware City local. In 1928 the line was cut back to a point just east of Porter, leaving 5.14 miles of the original line still in operation. Mr. Gibb states that, "When I was agent at Newark (1944-1956) we only operated from Davis south to Cooch in order to switch Dayett's Mill." Subsequently, track was added to serve the Tidewater (Getty Oil Company) Refinery near Delaware City, but not restored to Delaware City itself. The portion from Newark to Porter was upgraded some years ago to handle through trains from Enola Yard, near Harrisburg, to Delmar, thus avoiding Wilmington. Even though no long coal trains rumble into Delaware City, what's left of the old Newark & Delaware City Railroad still does a brisk business.

FOOTNOTES

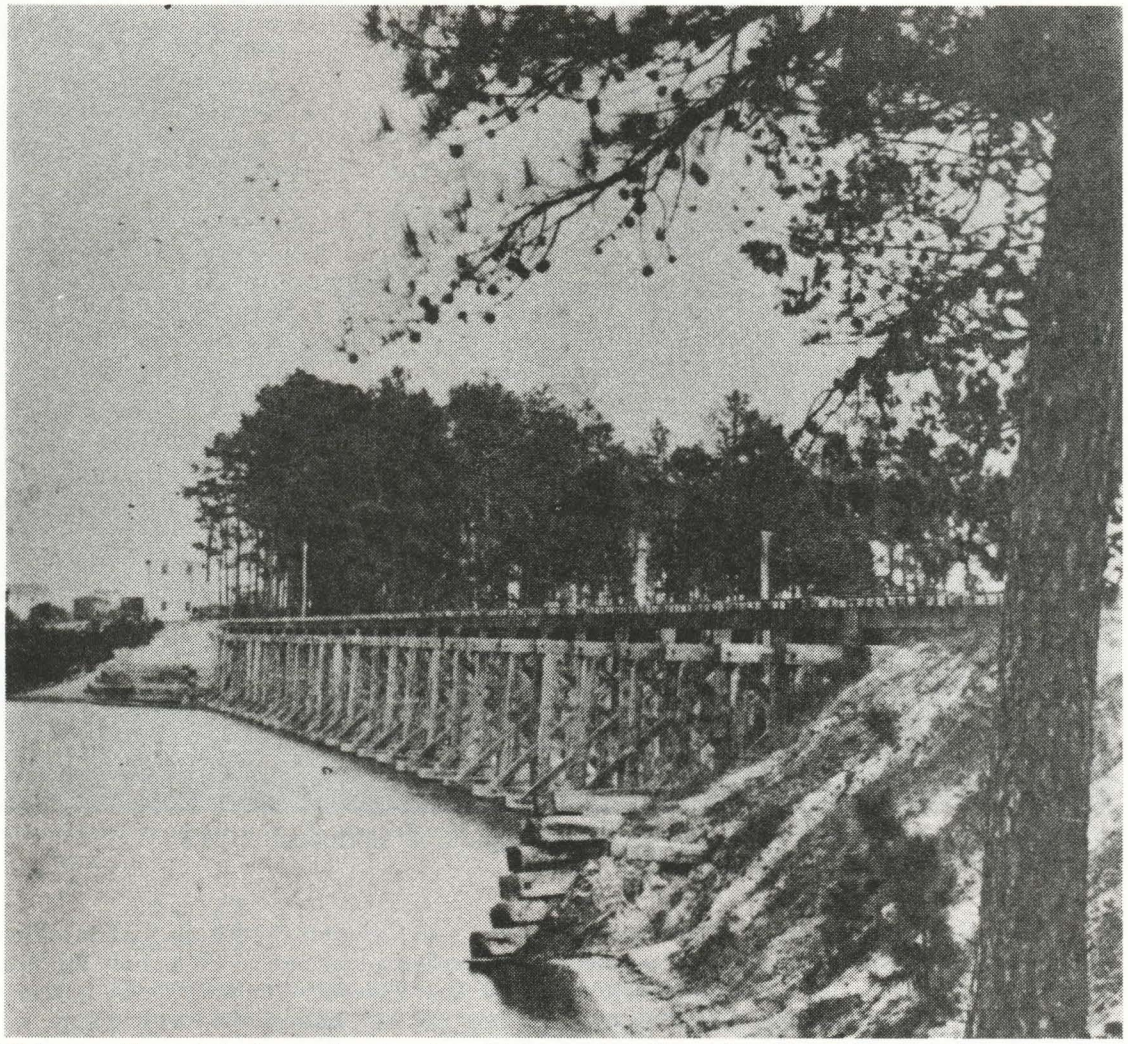
1. The basic corporate history of this line may be found on page 65 of Wilson's *History of the Pennsylvania Railroad Company.*

CHAPTER XI

The Old Dream is Realized: A New North-South Rail Route

The original Eastern Shore Rail Road would have extended all the way from Elkton to Somers Cove (now Crisfield), running entirely within the borders of the Old Line State. Had it been completed, things might look considerably different, but it was left to Delaware to actually construct a line the length of its dominion.

As the Delaware Railroad came to life, the charter of the Eastern Shore Rail Road was revived in 1853 by a group of prominent local citizens. The new project, from thenceforth the Eastern Shore *Railroad,* was authorized to connect with the Delaware line and build south to the tiny fishing village of Somers Cove, the goal of two decades before. When assurances were obtained that the Delaware Railroad would actually reach the state's southern border, which was accomplished in 1859, the Eastern Shore company put a line to Salisbury under contract. The Delaware Railroad terminated in an open field at the Mason-Dixon line, the site of the pres-

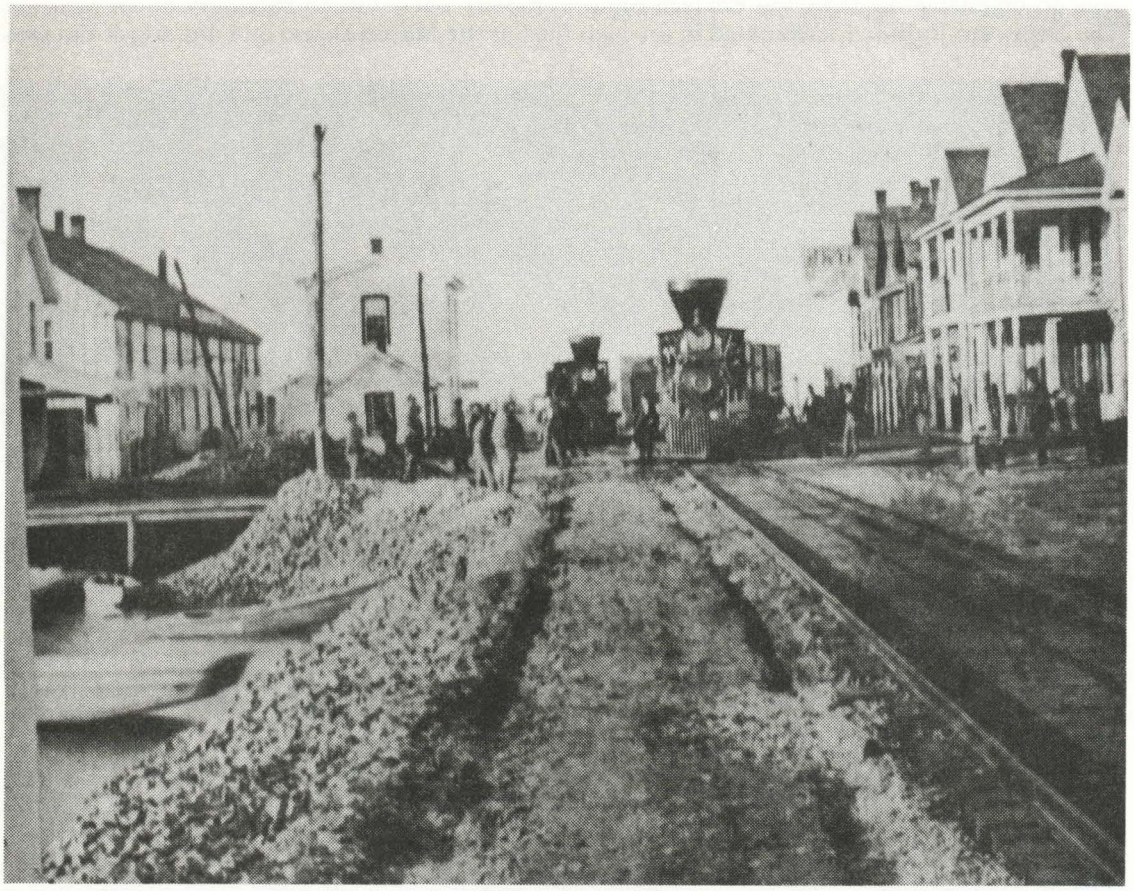


This was the original wooden trestle which carried the rails of the Eastern Shore Railroad across Humphrey's Lake in Salisbury. (Delaware State Archives, Dover, Delaware)

ent town of Delmar. From this point the Eastern Shore Railroad was continued the distance of six and one-half miles to the edge of Humphrey's Lake in Salisbury.

Now very few Shoremen had ever even seen a steam locomotive. So, to open the new railroad in style, an excursion was offered whereby, for the price of 25¢, one could actually experience the novelty of riding behind one of the unearthly machines. Finally came the day of the much heralded train trip, July 4, 1860. Hundreds sought passage, but the riders were exclusively men and older boys. It is recorded that many of the women actually wept as they waved goodbye to their menfolk.

The train pulled away from the shanty station in Salisbury and slowly made its way three and one-half miles north to Williams Switch. As there was no siding at Delmar, it was thought best to wait there so as not to delay the southbound afternoon train of the Delaware Railroad. The passengers and crew relaxed in a nearby grove of trees for a couple of hours until the train arrived to take them home. We can imagine that there was considerable relief at seeing them return safely from their adventure.[1]



Oyster shells are everywhere in this 1870's view of the Eastern Shore Railroad terminal at Crisfield, Maryland. (Woodrow T. Wilson)

Illustrative of the awe with which the "iron horse" was viewed is the following story. When the Eastern Shore Railroad was built, people from the outlying districts would journey for miles into Salisbury just to see the steam locomotive. One day a crowd of curious people gathered around to peer at the engine. One of them gazed into the cab, noticed the steam gauge, and asked what it was. The engineman replied, "That's the compass. We use it to navigate on foggy mornings."

The Civil War intervened, delaying further construction of the Eastern Shore Railroad. Although Salisbury was already one of the more prominent communities of the Shore, it was basically still a sleepy little town. All of this was now changed. As the terminal of the railroad, as well as the head of navigation for the Wicomico River, Salisbury was of strategic importance. A garrison of federal troops was stationed at Fort Upton, on a knoll overlooking the town. From this point they could move rapidly to disarm seccessionist bands anywhere on the Peninsula and were in a position to receive supplies and communications.

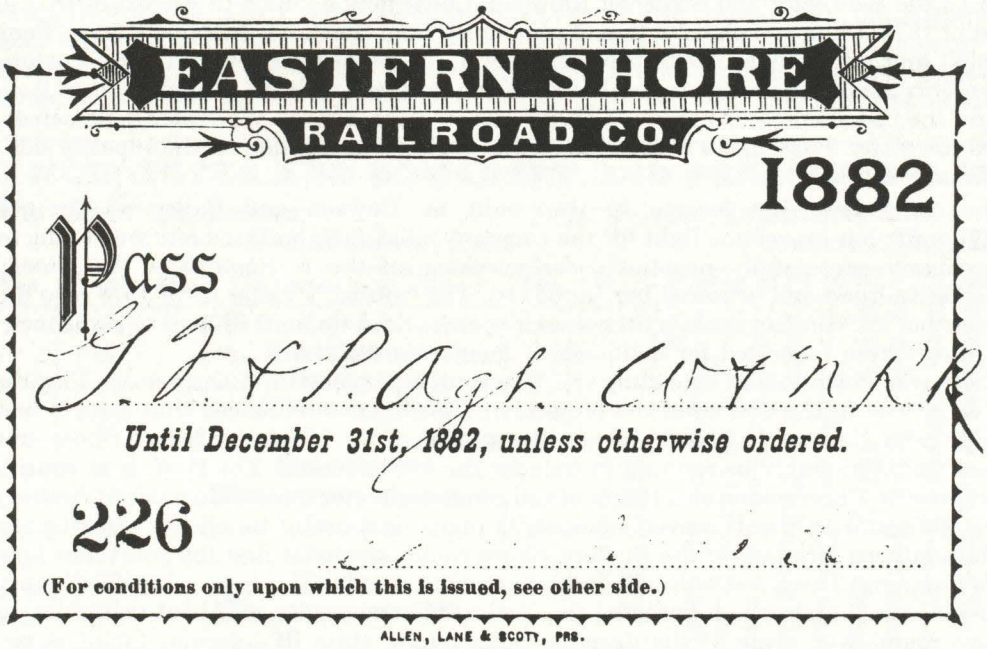
The Civil War period was an interesting one for the Eastern Shore Railroad, although it was not directly involved in the fighting. While it served to transport strategic supplies to the North, there also seems to have been a considerable illicit traffic of desperately needed products smuggled through to the South. A telegraph line was laid by the U. S. Army Signal Corps from Fort Monroe, Virginia underneath the bay to Cape Charles and thence up the Peninsula and along the railroad to Seaford, where it connected with the existing railroad telegraph. This proved to be a vital communications link during the war.

An amusing war incident is recorded in the diary of an officer in the brigade which was stationed at Fort Upton. He was in command of a Maryland unit being sent north over the railroad to seize arms from Southern sympathizers at Seaford, Delaware. While the train was stopped at Delmar to take on water he noticed that his troops were climbing off. Upon asking the soldiers why they were disembarking, he was informed that they had volunteered for service in Maryland and were not supposed to cross into Delaware.

The events brought on by the war served to further establish Salisbury as a central point of importance. It helped to reinforce demands for the creation of a new county with Salisbury as its seat of government. This was accomplished in 1868, despite the fact that the railroad had been completed to Princess Anne, providing quick transportation to the old Somerset County seat.

Following the war, construction of the Eastern Shore Railroad was resumed and the line was completed to Somers Cove in November of 1866. On the fourth of that month, the first train arrived at the road's terminus, which was renamed "Crisfield" in honor of John W. Crisfield, the company's president.

The first train was drawn by the only locomotive on the road, an old P. W. & B. engine named *New Castle,* which, reportedly, was already about worn out at that time. In 1869, when



(Robert J. Barkley)

the railroad shed P. W. & B. control and ventured forth on its own, the *Somerset* was purchased from the Baldwin Locomotive Works. When the *New Castle* finally gave up the ghost, another Baldwin engine was purchased and named *Wicomico.* Finally, as the line's business increased, requiring additional motive power, another new Baldwin locomotive, the *Kingston,* was acquired in 1874. She was named in honor of U. S. Senator George R. Dennis, a director and later president of the company, whose home was at Kingston Hall.[2]

The first station south of Salisbury was to be at Forktown, but the company's board of directors thought that a more appropriate name should be chosen. The first new name decided upon was "Phoenix," but it was learned that there was already a town in Maryland of that name. The next choice of the inhabitants was "Fruitland," the present name of the town.[3]

Eden was the next station on the line. The story is told locally of a conductor, apparently new on the run, as he called out the names of the station stops for the passengers. After the train had left Delmar and proceeded south over the road to Salisbury, the conductor gave the familiar call "Salisbury, Salisbury, all out for Salisbury." Next there came the call "Fruitland, Fruitland, freight stop at Fruitland." Then, as the train came to a halt at Eden and after the conductor had called "Eden, Eden, all out for Eden," he looked out the coach window at the small settlement and was heard to say, "If this is Eden, I don't blame Adam and Eve for leaving it!"[4]

Stations were also established at Loretto, Princess Anne, Westover, Kingston, Marion (believed to have been named after the daughter of John Horsey who deeded the railroad its right-of-way), Hopewell, and Crisfield. Some old maps also identify the points of "Tonta," north of Princess Anne; "Burnettsville," above Hopewell; and "Jacksonville," between there and Crisfield.

Just as in 1833, the Eastern Shore Railroad was to be a through route to the South. As soon as the line was finished, a steamboat connection was put into operation from Crisfield to Norfolk. However, it was difficult to arrange schedules to coincide with those of lines running out of Norfolk and the Southern economy was in ruins, anyway. The connecting passenger trains and boats were withdrawn in 1868, although freight traffic through the port continued to grow. The Eastern Shore Railroad was operated by the Philadelphia, Wilmington & Baltimore Railroad until 1869, at which time it formed an operating organization of its own.[5]

A company was formed for the purpose of building a railroad from Westover to Newtown, known as the Worcester and Somerset Railroad. Construction began in August of 1871 and by August of 1872 it had completed a line of nine miles from Newtown Junction (Later "Peninsula Junction" and now Kings Creek), through Dublin, Adelia Mill (Green Hill), and Coston (later "Costen") in Somerset County to the banks of the Pocomoke River.[6] Newtown (now Pocomoke City), on the other side in Worcester County was its goal, but the Worcester & Somerset never bridged the water. Passengers boarded the train at Newtown Station on the opposite side of the river from Newtown.

The company's first locomotive was built by Dawson and Bailey of Connellsville, Pennsylvania, but proved too light for the company's business and was returned to the builder. The company successfully negotiated for purchase of the *L. Showell* of the Wicomico & Pocomoke Railroad and acquired her for $6,000. The railroad's roster as of 1878 also included four cars, but the company was a little secretive, it would seem, as it refused to give much of the other information requested for inclusion in *Poor's Manual.*

There was much talk of extending the Worcester & Somerset to Cherrystone, Virginia. The P. W. & B. was at the bottom of the project. In 1876 it was announced that a route had been surveyed from Newtown to Nashville, on the seaside of the Virginia Eastern Shore, and that the road would probably be running in time for the oyster season. The P. W. & B. continued to be interested in Cherrystone as a target of rail construction for more than a decade in the period of the 1860's and 1870's. However, none of its plans or those of its clients came to pass.

The southern terminal of the Eastern Shore Railroad was at first the point now known as Ward's Crossing. There was only one building in what is today Crisfield, a hotel built on pilings driven into the marsh which bordered the Little Annemessex River. About two miles out into Tangier Sound was some of the deepest water in the state. If terminal facilities could be extended there, any vessel then afloat could dock without fear of scrubbing her keel. Even

Baltimore might be rivaled as a port. Consequently, President Crisfield initiated a major undertaking. By means of expensive fill and wooden trestle, the rail terminal was extended out about one-half mile to the "Old Island" in 1874. This was soon filled in with oyster shells and a townsite laid out.[7] Crisfield was also the site of the road's three-stall roundhouse, although the company's offices were in Princess Anne. There was at one time a turntable at Salisbury, but this was removed early in the 1870's. This later became a sore point with those who wanted to see the company's facilities located in Salisbury.

There seemed to be no end to the complaints which area residents registered concerning the Eastern Shore Railroad, ranging from the most vital to the most trifling matters. For example, in the *Salisbury Advertiser* of August 5, 1871, we find the following article under the headline of "That Whistle:"

> There is an engine on the E. S. RR. which has the most outlandish whistle that ever greeted mortal ears. It is a combination of the Screech Owl, Indian yell and all other infernal squalls and screeches known to the world of sound, and is enough to frighten the cattle out of their hides.

In the same issue, under the heading "Late Trains," we find:

> It is a common occurrance now for the afternoon train to be two hours behind time. It is caused by the dilatory movements of the freight train on the Delaware road, which connects at Delmar with the E. S. Road.
>
> Perhaps, it would be as well, all things considered, to lease the entire concern, bag and baggage, to the P. W. & B. RR., or some other wealthy corporation, and have the road managed properly. Under the present management, it is a one horse affair altogether.

And later:

> Passengers are cautioned not to pick whertleberries on the downgrade.

In the mid-1870's there arose an outcry in Wicomico County concerning the quality of service which Salisbury received. Some felt that they were being treated unfairly after responding to the call for financial aid in completing the railroad to Tangier Sound after the war, even though it was already finished to Salisbury. It was claimed that the Eastern Shore Railroad was operated solely in the interest of the Eastern Shore Steamboat Company. When the Delaware Railroad put on an extra train from Wilmington to Seaford, Salisburians attempted to have that service extended to their city. However, Delaware Railroad officials had

WORCESTER AND SOMERSET AND PENINSULA R. R.

WM. PAINTER, Lessee, Philadelphia, Pa. | J. L. BATES, Superintendent, Pocomoke City, Md.

Pas.	Pas.	Mls	*January* 3, 1881.	Pas.	Pas.
	A. M.		(*Philadelphia time.*)	P. M.	
	7 03		lve.. Baltimore. arr.	8 22	
	8 15		...Philadelphia...	1 10	
	9 35		... Wilmington ...	12 07	
A. M.	A. M.		LEAVE] [ARRIVE	NO'N	P. M.
6 35	P. M.		..... Crisfield[1]	A. M.	5 15
7 20	3 40		.Newtown Juno.[2].	7 12	3 30
7 32	3 52		.....Dublin.....	7 00	3 18
7 38	3 57		.....Adelia.....	6 54	3 13
7 43	4 02		.....Coston.....	6 49	3 08
7 55	4 10		. Pocomoke City .	6 40	3 00
A. M.	P. M.		ARRIVE] [LEAVE	A. M.	P. M.

CONNECTIONS.—[1] With Steamboat to and from Baltimore, arriving Baltimore 6 00 a.m.; leave Baltimore 5 00 p.m. [2] With Eastern Shore R. R. and Delaware Division of Philadelphia, Wilmington and Baltimore R. R. With United States Mail Stages for all points south.

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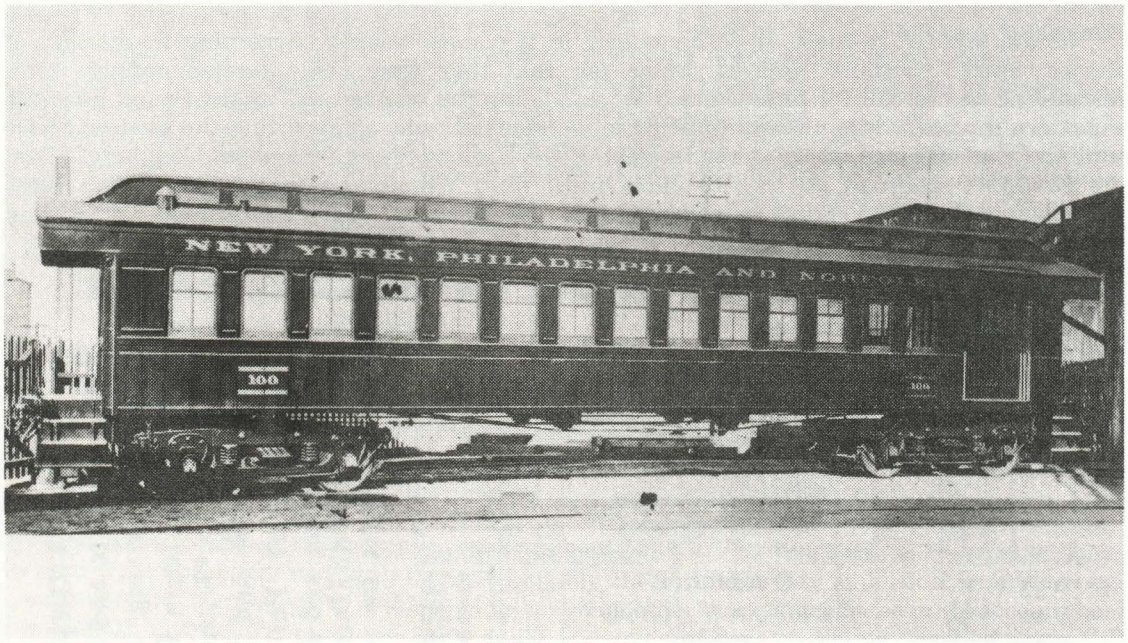
no luck in persuading the Eastern Shore Railroad to operate a connecting train or to allow the Delaware road to run its trains through to Salisbury.

The Delaware Railroad even went so far as to offer to lease the road from Delmar to Salisbury, but was told that the first six miles were more valuable than the remaining 32 to Crisfield and would not be leased under any circumstances. Therefore, the suggestion was made by leaders of the revolt that the railroad be "forced to the wall" to cause a change of ownership and, consequently, management. If this failed, a new railroad could be built from Salisbury to Delmar for only $100,000. A charter was already in existence for such a line and it could be built and operated by the Wicomico & Pocomoke Railroad. The Eastern Shore Railroad was sold under mortgage foreclosure proceedings on February 19, 1879 for $50 (subject to a first mortgage of $400,000) and reorganized.[8] Whether this occurred as a result of the efforts of the disgruntled parties or not is unknown.

All of the feelings held toward the Eastern Shore Railroad were not bad, however. Sometimes people even expressed a measure of pride in their railroad, as evidenced in this article from the *Salisbury Advertiser* of January 1, 1872 which appeared under the headline "A Long Train:"

> On Monday last, the afternoon train, southward bound, was composed of 44 freight and passenger cars. This is supposed to be the longest train of cars yet to pass through Salisbury.

The Eastern Shore Railroad was a manifestation of the long-standing dream of a new rail route between the North and the South. It had not really fulfilled this dream, however, until William L. Scott of Erie, Pennsylvania revived the old idea. Why not extend this line the length of the Peninsula and ferry cars across the mouth of the Chesapeake Bay to Norfolk? This would make for an almost all-rail route, providing faster, more reliable service and improved connections.



Surely one of the first pieces of rolling stock acquired by the N. Y. P. & N. was this combination passenger, baggage, and mail car, which was built for the company by Jackson and Sharp of Wilmington, Delaware in 1882. At this time, the New York, Philadelphia & Norfolk had only the nine miles of track of the former Worcester & Somerset Railroad over which to run its trains. (Delaware State Archives, Dover, Delaware)

Scott was a coal magnate who also had substantial rail interests in the West. He saw, as did many before him, the great potential of a through rail route that could transport Southern produce to Eastern markets via the Norfolk gateway. Though a railroad man, Scott had no engineering background. He needed an expert ally who could solve the problem that had stymied earlier proponents of such a route — that of bridging the gap between Norfolk and the Delmarva Peninsula formed by the Chesapeake Bay. No railroad in the world had yet attempted such an extended ferrying operation and a tremendous amount of innovative engineering would be required.

Scott approached top officials of the Pennsylvania Railroad with his plan, but could not enlist their support. That is, none supported his plan except one. That one was Alexander J. Cassatt. Cassatt, vice president of the traffic department, listened to the proposal a little more attentively than the others, it would seem. He was interested enough to support the project quite enthusiastically on his own. Mr. Cassatt was a native of Pittsburgh, Pennsylvania and, most importantly, was a superb engineer. His first employment after completing his education had been in constructing a railroad in Georgia. He was well aware of the potential of the region and the need for a means of more efficiently transporting its products to the cities of the Atlantic seaboard. At the outbreak of the Civil War, Cassatt returned north and joined the Pennsylvania Railroad. He quickly advanced through the ranks of the engineering and operating departments of the company. As a practical railroader, he was intrigued by the challenges presented by Scott's plan and had the ability to meet them. Cassatt also had personal financial resources and business contacts which would prove of immeasurable help.[9]

Of course, it required some corporate maneuvering to bring about the formation of a new railroad company for the purpose of accomplishing this feat. First, the Worcester & Somerset Railroad was reorganized as the Peninsula Railroad Company of Maryland on April 10, 1880. On February 9, 1882, the Peninsula Railroad Company of Virginia was incorporated. The Maryland company acquired the necessary authority to build a railroad south from Pocomoke to the Virginia state line. The Virginia company had charter rights to build a railroad from the boundary south along the length of Virginia's Eastern Shore to Cape Charles and to operate a waterborne connection with Norfolk.[10]

Surveying for the route had begun in 1881, but, before Cassatt would invest his own money or ask anyone else to, he wanted to inspect the terrain personally. In the summer of 1882 he rode on horseback over the 65 miles from Pocomoke to Cape Charles. He was met along the way by many local residents who hoped to persuade him to build the line through their particular towns. However, the engineer in Cassatt refused to allow him to be influenced. He drew a ruler-straight line down the center of the map of the Peninsula. That was where the railroad would be built.

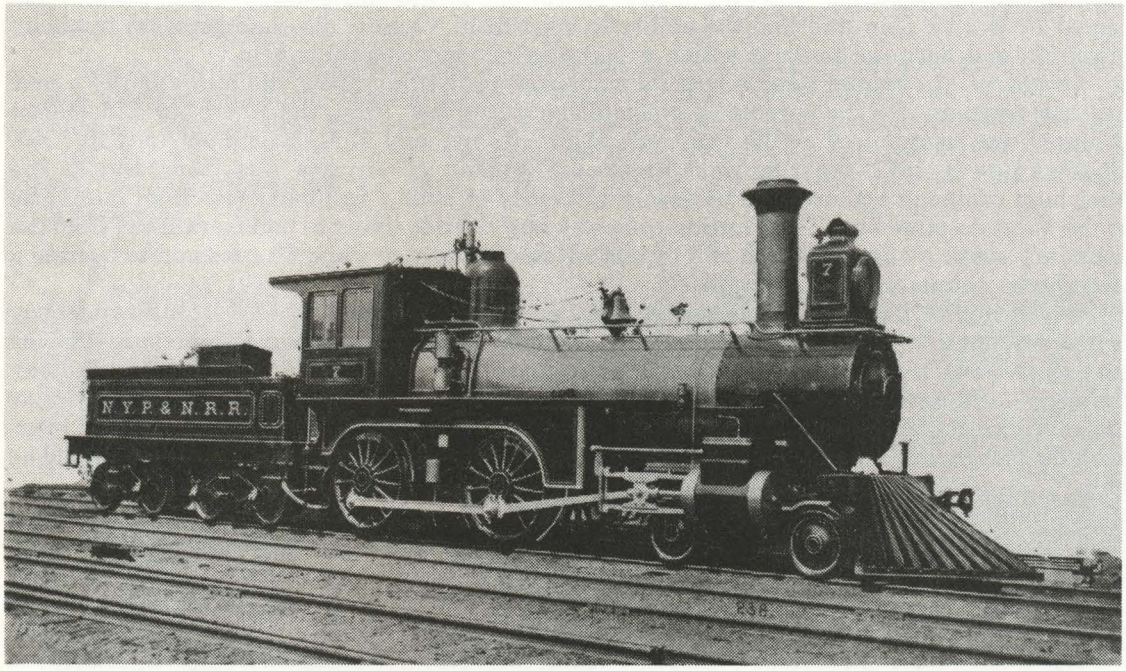
Cassatt also attacked the problem of the bay crossing. He designed huge steel car floats capable of carrying 18 freight cars and tug boats with engines powerful enough to make the trip between Cape Charles and Norfolk in three hours. When his plans began to take shape on paper, he again offered to allow the Pennsylvania Railroad to build the line. However, George B. Roberts, the company's president, thought the idea to be impractical. Undetered, Cassatt and Scott proceeded to commit their personal fortunes to the project and persuaded their friends to invest likewise.[11]

The Peninsula Railroad companies of Maryland and Virginia were formally united on September 19, 1882.[12] The new line was ambitiously called the New York, Philadelphia and Norfolk Railroad Company, a name it did not fail to live up to. As with most railroads, the road was generally referred to by its letters, N. Y. P. & N., which came to be pronounced "Nip 'n N" by area residents. However, in railroad circles the N. Y. P. & N. was generally referred to as the "Cassatt Line South" for several decades.[13]

Although the Pennsylvania Railroad did not finance the N. Y. P. & N. as has sometimes been stated, in May of 1882 it did enter into an agreement with the P. W. & B. whereby they jointly promised to solicit as much traffic as possible for movement over the new route. Furthermore, in September of 1883 the P. W. & B. agreed to devote twenty percent of the revenue that it derived from traffic interchanged with the N. Y. P. & N. to the payment of interest on its bonds.[14]

A. J. Cassatt had left his post with the Pennsylvania early in 1882 in an attempt to escape from the tremendous demands that his very responsible position had placed upon him. However, instead of being able to enjoy some leisure as he had hoped, Cassatt soon found much of his time consumed by his Norfolk railroad. He undertook the task of personally supervising the financing and construction of the New York, Philadelphia & Norfolk. Mr. Cassatt was elected as the N. Y. P. & N.'s president in 1885.[15]

The *Salisbury Advertiser* of November 3, 1883 reported that the engineers of the N. Y. P. & N. were beginning to survey a route from Delmar through Salisbury to Pocomoke City. However, this was probably nothing more than a ploy designed to drive down the price of the Eastern Shore Railroad for the *Advertiser* of January 12, 1884 reported that the N. Y. P. & N. had acquired the Eastern Shore Railroad for $400,000 and planned to rebuild it and incorporate the old road into its main line. Construction of the N. Y. P. & N. south of Pocomoke began in April of 1884 and progressed rapidly. The line was opened to Accomac Station, Virginia, 28 miles south of Pocomoke, on August 18, 1884.[16] At sunset on October 25, 1884, "amid the hooting of owls and the croaking of frogs," the last spike was driven in the railroad, which ended in a cornfield next to the forbidding expanse of Chesapeake Bay.[17] Thirty-six miles away lay Norfolk, key to the promised land beyond.



Built by the Baldwin Locomotive Works in 1884, this engine was original equipment on the N. Y. P. & N. No. 7 reflects the tastes of Mr. Cassatt in motive power, as she is built to exact Pennsylvania Railroad specifications. (H. L. Broadbelt)

On June 1, 1884 the Eastern Shore Railroad had been merged into the N. Y. P. & N., so that there existed a continuous railroad of 95 miles from Delmar, Maryland, near the geographical center of the Peninsula, to its southernmost extremity.[18] The line from Kings Creek to Crisfield was operated as a branch and continued to do a brisk business. The single track main line of the former Eastern Shore Railroad was relaid with 60-pound rail, replacing the original 32-pound iron.

The southern land terminal was located at the site of the present town of Cape Charles, about eleven miles up the bayside of the Peninsula from geographical Cape Charles and 64.10 miles by rail from Pocomoke. When this point was determined upon, there was nothing there but farm and woodland. William L. Scott, the earliest promoter of the railroad and the

company's president from 1883 to 1885, purchased the New Quarter, Kings Creek, and Old Plantation tracts of land, totaling more than 2,000 acres, from the Tazewell family for $55,000. A section of waterfront property was sold to the N. Y. P. & N. for the purpose of providing a site for a harbor and railroad yard.[19]

Immediately to the north of this property a townsite was surveyed and named "Cape Charles City." The townsite was divided into 644 lots measuring 140x40 feet each. Seven avenues were laid out running east and west named for governors of Virginia, while streets running north and south were named for fruits — Strawberry, Peach, Pine, Plum, Nectarine, and Fig. A few entrepreneurs bought lots and a hotel was proposed. The founders of the town envisioned a metropolis of 5,000 inhabitants in a few years.[20]

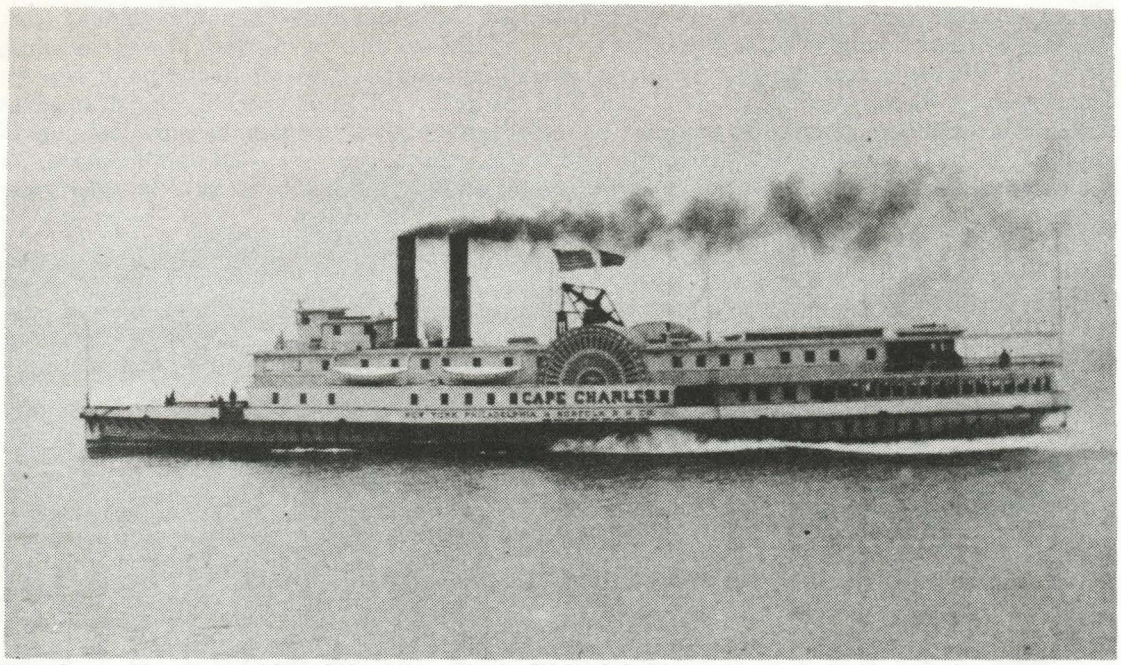
Within the boundaries of the waterfront property belonging to the railroad was a small stream which was largely bare at low tide. A. J. Cassatt had attempted to interest the federal government in performing the dredging which was necessary to create an adequate harbor at Cape Charles. After failing to convince the proper authorities, Cassatt financed the work on his own. The stream bed was dredged to a depth sufficient to accommodate the tugs, barges, and steamboats that Cassatt envisioned. Facilities were built at Port Norfolk on a branch of the Elizabeth River for the interchange of freight cars with other roads.[21]

On November 17, 1884, the side-wheeler *Jane Mosely,* Captain Samuel Martin commanding, inaugurated service between Cape Charles and Norfolk. This vessel was chartered from the Norfolk and Washington Line until the company's own steamer could be built. The *Jane Moseley* carried passengers and miscellaneous freight, though hardly in an amount that would make the project worthwhile. The company was anxious to begin ferrying freight and passenger cars directly across the bay, eliminating the costly and time-consuming transfer from rail cars to steamboat and back. Finally, on March 12, 1885, the tug *Norfolk,* towing car float No. 1, arrived in Norfolk on her first trip from Cape Charles. The car float was of wooden construction and held twelve freight cars. The *Norfolk* had been specially constructed at Wilmington and was considered the most powerful tugboat ever to enter the port. Officials of the N. Y. P. &. N. must have watched the first few bay crossings with great apprehension, for upon the success of this operation depended the fortunes of the entire venture. To their great

The station at Parksley was typical of those built by the N. Y. P. & N. along its line through the Eastern Shore of Virginia. (J. Bruce Wright)

relief, the first sailings went without a hitch, traffic volume began to climb, and soon plans for more floats were being made.

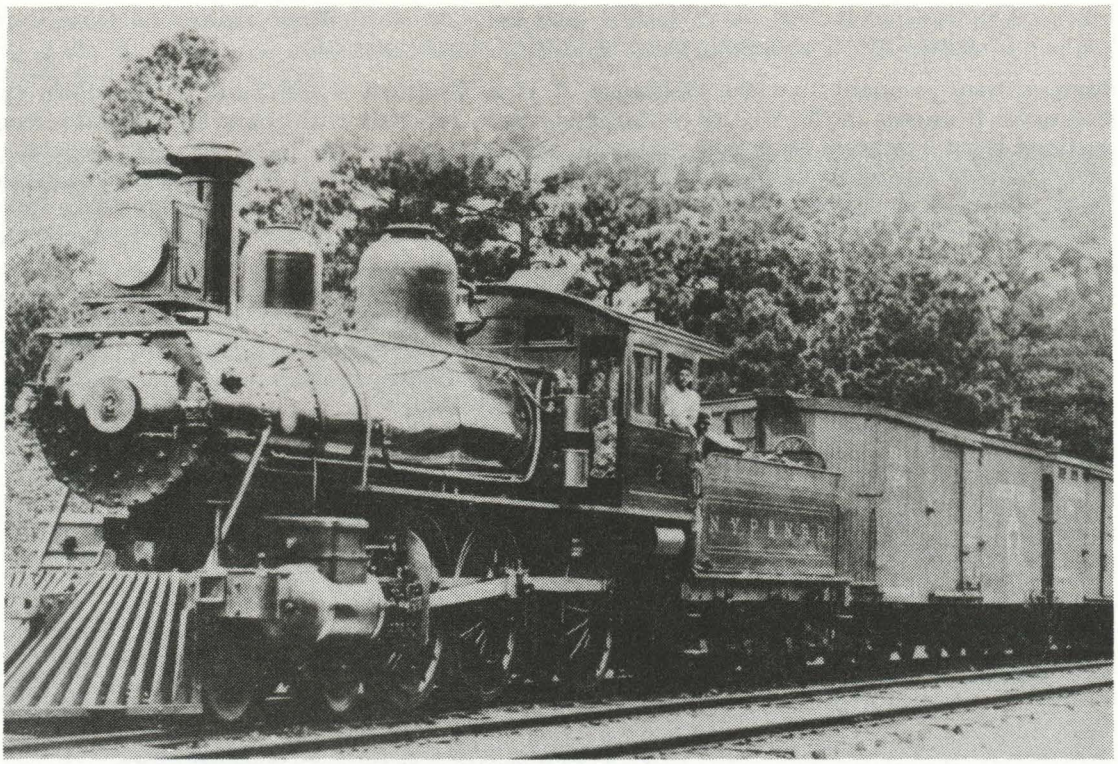
On March 27, 1885, the company's new transfer steamer, the *Cape Charles,* arrived at Cape Charles and on the following day made her first run to Norfolk. The *Cape Charles* had been built for the N. Y. P. & N. by Harlan & Hollingsworth of Wilmington, Delaware. She was reported to be capable of making 20 miles per hour and was the first vessel on the bay with electric lights and steam steering gear.[22] The *Cape Charles* was constructed to resemble a conventional side-wheeler of the period. However, her bow admitted two railroad tracks, each of which held, under cover, a pullman car and a shorter head-end car. She began making two round trips per day, a total of 160 miles, which was then acknowledged as the longest railroad ferry operation in the world. The Pullman cars were delivered to the Seaboard Air Line Railroad at Portsmouth during the winter months carrying Florida-bound passengers. Unfortunately, this service didn't last long. The *Cape Charles* proved unwieldy in the small harbor at Cape Charles and was expensive to operate. Connections with other carriers did not work out as planned and Pullman traffic never reached anticipated levels. The *Railroad Guide* of March, 1886 advertised for the first time through Pullman Palace sleeping car arrangements between New York, Philadelphia, and Portsmouth with a train departing New York at 8:00 p.m., arriving at Cape Charles at 5:30 a.m., Norfolk at 8:15 a.m., and Portsmouth at 8:50 a.m. This service was also shown in the April, 1886 issue, but did not appear thereafter.[23] The *Cape Charles* continued in operation, but thenceforth passengers had to make an across the wharf transfer between steamer and train at both Cape Charles and Norfolk.



The *Cape Charles,* pride of the New York, Philadelphia & Norfolk Railroad, is shown here under full steam crossing the Chesapeake Bay. (Courtesy, The Mariners Museum)

The *Cape Charles* was joined on March 18, 1886 by the *Old Point Comfort,* a smaller, conventional side-wheeler built for the company by Harlan & Hollingsworth. She began making connections with the day train for New York, while the *Cape Charles* met the night express. This arrangement continued until November 1, 1886, when the N. Y. P. & N. placed the *Old Point Comfort* on a new route, plying between Cape Charles and Richmond, Virginia. This service was an immediate and stunning success. The local newspapers described the *Old Point Comfort* as loaded to the gunwhales with freight and surmised that the company would put

another boat on the route. The chartered vessel *Samuel M. Felton* did replace the *Old Point Comfort* on the run, but this was done only so that the *Old Point* could spell the *Cape Charles* on the Norfolk route while she underwent an overhaul. In 1887 the Interstate Commerce Act was passed, imposing government regulation of rates on the railroads. As a result, the N. Y. P. & N. was unable to keep its charges competitive with those of steamboat lines operating over all-water routes between Richmond and North Atlantic ports. Thus, despite the excellent business that had been enjoyed on the Richmond route, the *Samuel M. Felton* was withdrawn and the Richmond service abruptly discontinued on April 23, 1887.



N. Y. P. & N. No. 2, the second engine to bear that number, was built by the Baldwin Locomotive Works in April of 1895, construction number 14270. She had 18″x24″ cylinders and 62″ drivers. (Frederick Westing from *Pennsy Steam and Semaphores,* Superior Publishing Co.)

Prior to the imposition of federal controls, the railroads had often been guilty of abuses of their power, which was close to that of a monopoly in many cases then. It's interesting to note how the public's view of the railroad, as mirrored in the local newspapers, vascillated between praise for the benefits rendered by the railroads and complaint about the treatment at their hands. For example, in the *Salisbury Advertiser* of September 6, 1884 it is stated that:

> We have been looking over the time card of the NYP&N RR to find out the method of its schedule. It seems to be arranged for the purpose of making it hard to get anywhere or after getting there to get back.

Shortly thereafter, The *Salisbury Advertiser* of November 22, 1884, which announced that the N. Y. P. & N. had been formally opened on the tenth of the month, lauded the railroad for establishing a New York and Philadelphia express, something long sought after by Salisburians.

> A citizen of Salisbury may now leave home at 12:43 at night and arrive in New York at 7:00 in the morning; Philadelphia about 2 hours and 30 minutes earlier. On the

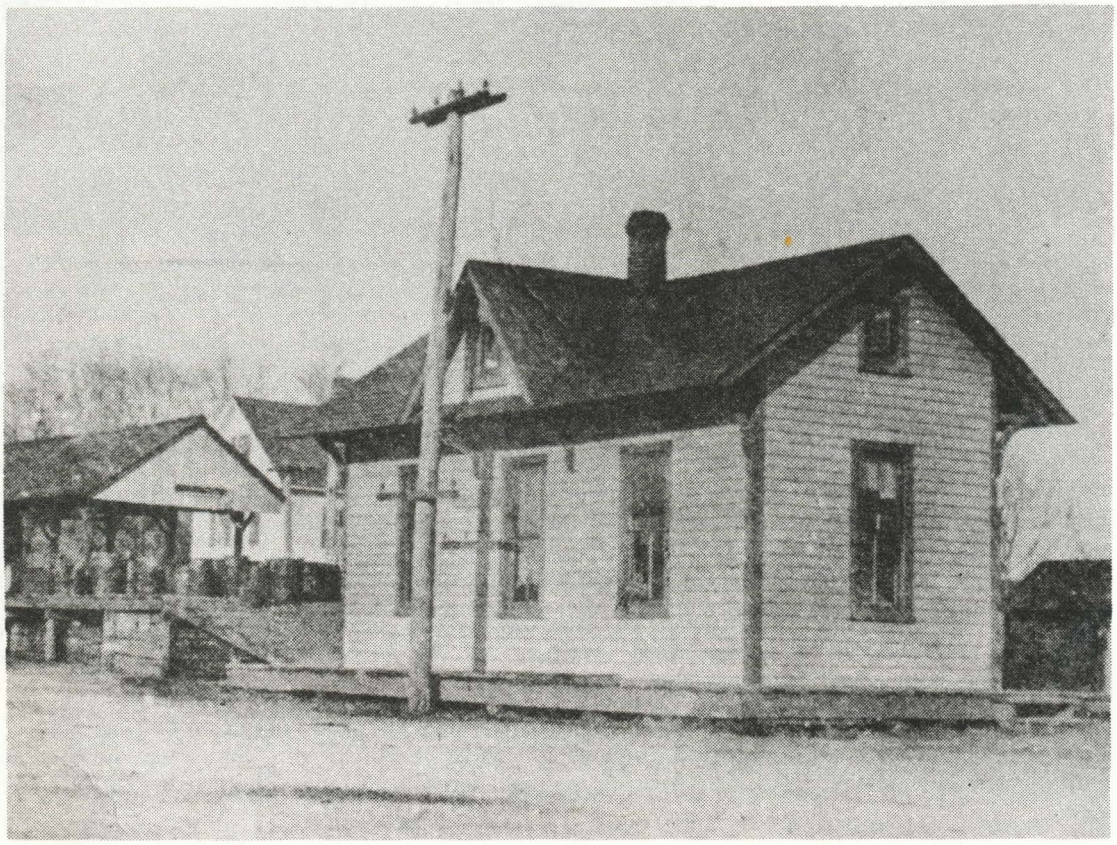
> same day he may leave New York and get home at 2:46 in the morning. This train will be furnished with Pullman Sleepers. We are no longer in the far off regions of the "Eastern Shore," but simply on the suburbs of all the great cities. "A day in the city" will be a common thing now.

However, it wasn't long before grumblings again began to be heard, as the *Advertiser* of February 21, 1885 reports:

> Several oyster shipping stations on the NYP&N RR complain of freight discriminations. It costs more than three times as much to ship a barrel of oysters from Crisfield, as it does from Norfolk, and twice as much from Seaford as from Cape Charles City. This arrangement is causing much complaint.

Rumors were rampant that the Baltimore & Ohio Railroad would build a line down the Peninsula to oppose the N. Y. P. & N. Railroads could get away with charging high rates from stations located only on their line — the shipper had nowhere else to go. At points served by more than one carrier, however, they had to keep their rates very low, sometimes even less than costs, in order to compete for the business. The Interstate Commerce Act, passed by Congress in 1887, forbad railroads from charging more for a shorter haul than for a longer haul over the same line.

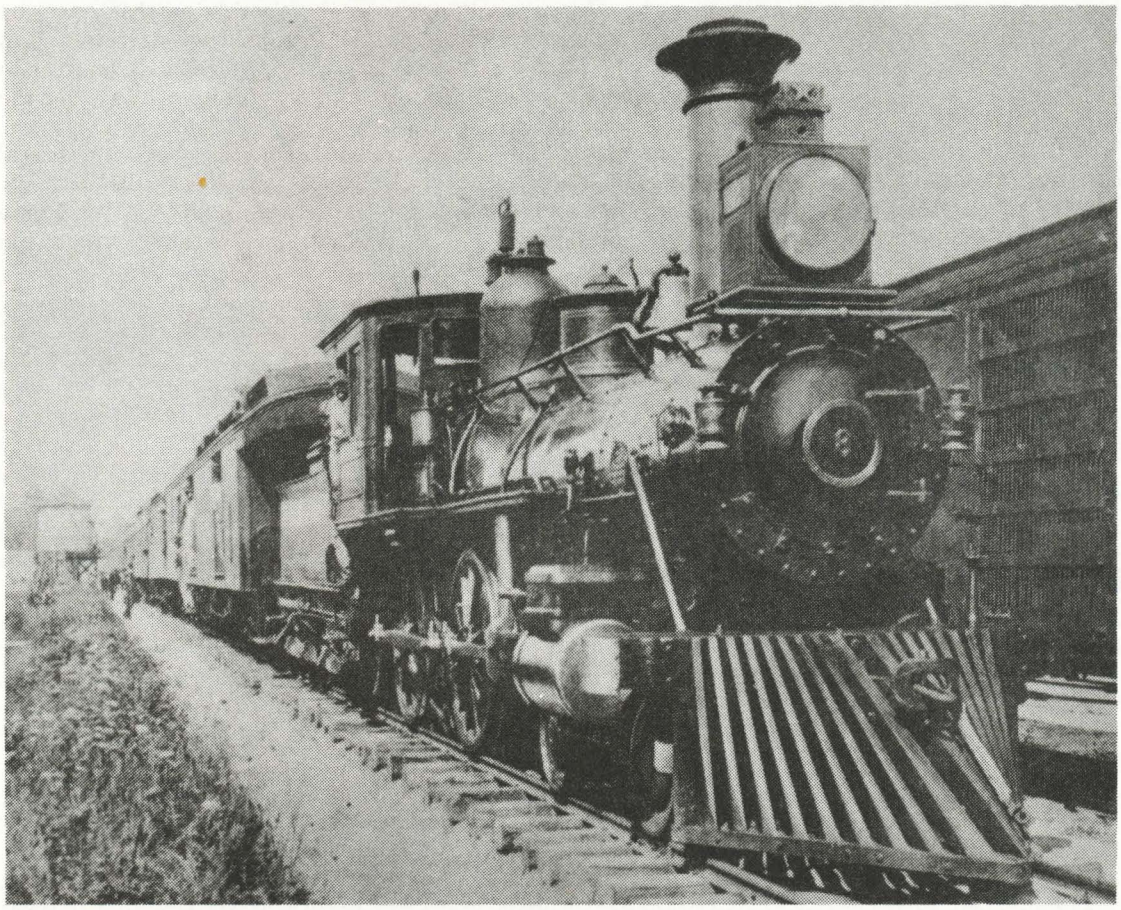
Passage of this act forced the N. Y. P. & N. out of Richmond. However, a more successful attempt to expand its service area came through an arrangement with the Norfolk Southern Railroad whereby freight cars moved in joint line rail service to and from Elizabeth City, North Carolina, where connections were made with steamer lines operating on various sounds and



This station served the town of Westover on the Crisfield Branch of the N. Y. P. & N. (Orlando V. Wootten)

rivers. This put the N. Y. P. & N. in a position to compete with the Clyde Line and Old Dominion Line for coastwise traffic. A route from Cape Charles to the Western Shore was also proposed, but was never undertaken. The *Cape Charles* was chartered for excursion service in New York harbor, running to Long Branch, New Jersey, and was later sold there. This left the *Old Point Comfort* to hold down the Cape Charles to Norfolk service by herself.[24]

The rail line of the N. Y. P. & N. was built through dense woods down the very center of the Eastern Shore of Virginia. Consequently, it touched not a single town, with the possible exception of New Church. All other settlements in Accomack and Northampton Counties were, of necessity, located on the water, the major source of livelihood and transportation. To conduct the railroad's business, two-story wooden stations of uniform design were erected at intervals along the line. The upper floor was used to house the agent, a practice which was continued for nearly a quarter of a century.

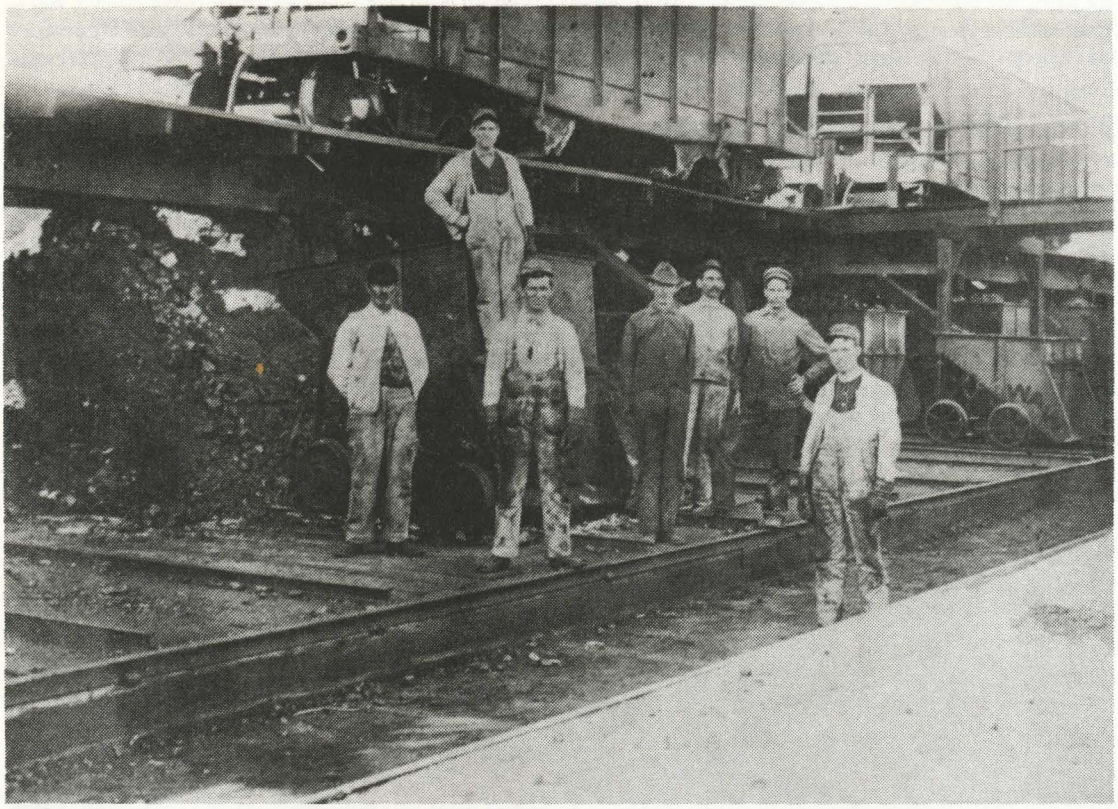


Old No. 8 spent many years on the Crisfield Branch run, where she is shown. The link and pin coupler indicates that this photograph was taken before the turn of the century. Her engineer is William "Capt. Bill" Landon, who was the senior engineer on the railroad, having entered the service in 1871. (Woodrow T. Wilson)

Charles B. Clarke in his book, *The Eastern Shore of Maryland and Virginia,* relates the lineage of the communities which grew up around these stations:

> The original stations were, according to Mr. Thomas E. Ralph, an employee since 1891 and station agent at Keller since 1896; Salisbury, Princess Anne, Peninsula

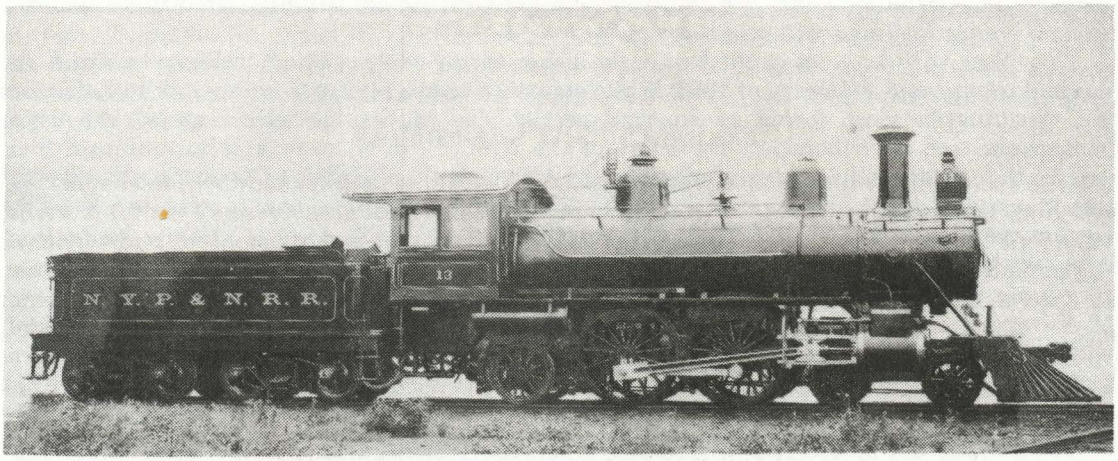
Junction (Kings Creek), Pocomoke, New Church, Hallston (now Hallwood), Metompkin (now Parksley), Accomac (now Tasley), Pungoteague (now Keller), Exmore, Birds Nest, Eastville and Cape Charles. Stations were opened at Horsey (now Oak Hall), Bloomtown (now Makemie Park), Bloxom, Onley, Melfa, Mappsburg (now Painter), Nassawadox, Machipongo, Cobbs, Cheriton and Bay View before the end of the nineteenth century and at Belle Haven, Greenbush, Hopeton, Mears and LeCato (earlier Day's Siding) before 1910.



The "coal bin" was how the railroaders referred to the N. Y. P. & N.'s engine refueling facility at Chestnut Street in Delmar. (Grover C. Lecates) Mr. Lecates' father is standing in the middle, 1899 photo.

Hallston was named in honor of James Alfred Hall; Horsey for a family of that name living nearby; Bloxom for the Bloxom family thereabouts; Parksley by the developers of that town, who purchased the site from a Mr. Parks; Melfa for one of the railroad's subcontractors; Onley for the farm on Onancock Creek, the one time residence of former Governor Henry A. Wise; Keller for John Keller, who constructed a part of the railroad and who was one of its directors in the 1890's; Mappsburg for the Mapp family in the Hawks Nest community, and when changed to Painter, in honor of William and Uriah Painter, early presidents of the railroad; Exmore because of the original stations it was the tenth south of Delmar, and Birds Nest because of the great number of birds in that section.

The name of Bloomtown was changed to Makemie Park in 1908, when the heroic statue of Francis Makemie, the founder of Presbyterianism in America, was erected at his burial place on nearby Holden's Creek. When the railroad agreed to open a freight station opposite Oak Hall village, John G. Rogers, then the railroad superintendent,



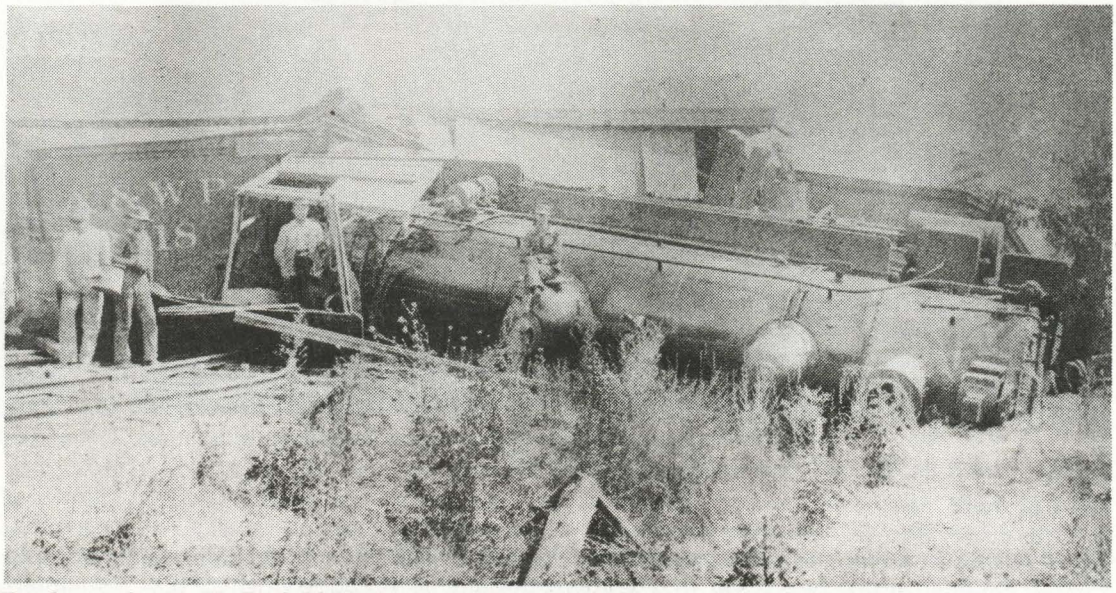
This Atlantic has the look of speed about her. She was outshopped by Baldwin in 1899. (H. L. Broadbelt)

selected the name LeCato, in honor of the late State Senator George W. LeCato of Wachapreague, of whom he had been an admirer.

Nassawadox is said to have been called first Upshur, and Cheriton originally was Cherrystone. Cobbs seems to have been for the well-known family in that area.[25]

Furthermore, there was one station between Pocomoke and the state line, which was at Beaver Dam.

As traffic over the N. Y. P. & N.'s water link increased, the *Old Point Comfort* found herself unable to carry the burden alone. Accordingly, the company had a new steamer built, their first propeller-driven vessel. She was named the *New York* and her arrival made it possible to re-establish twice daily service between Cape Charles, Old Point Comfort, and Norfolk on November 11, 1889. It is interesting to note that at this time the N. Y. P. & N. boats were not painted white, the color which became so closely associated with their vessels in later years.



Wreck on the N. Y. P. & N. at Nassawadox, Virginia on July 22, 1902. The fireman, Horace Lecates, is seated on the dome. The engineer was A. P. Troder. (Grover C. Lecates)

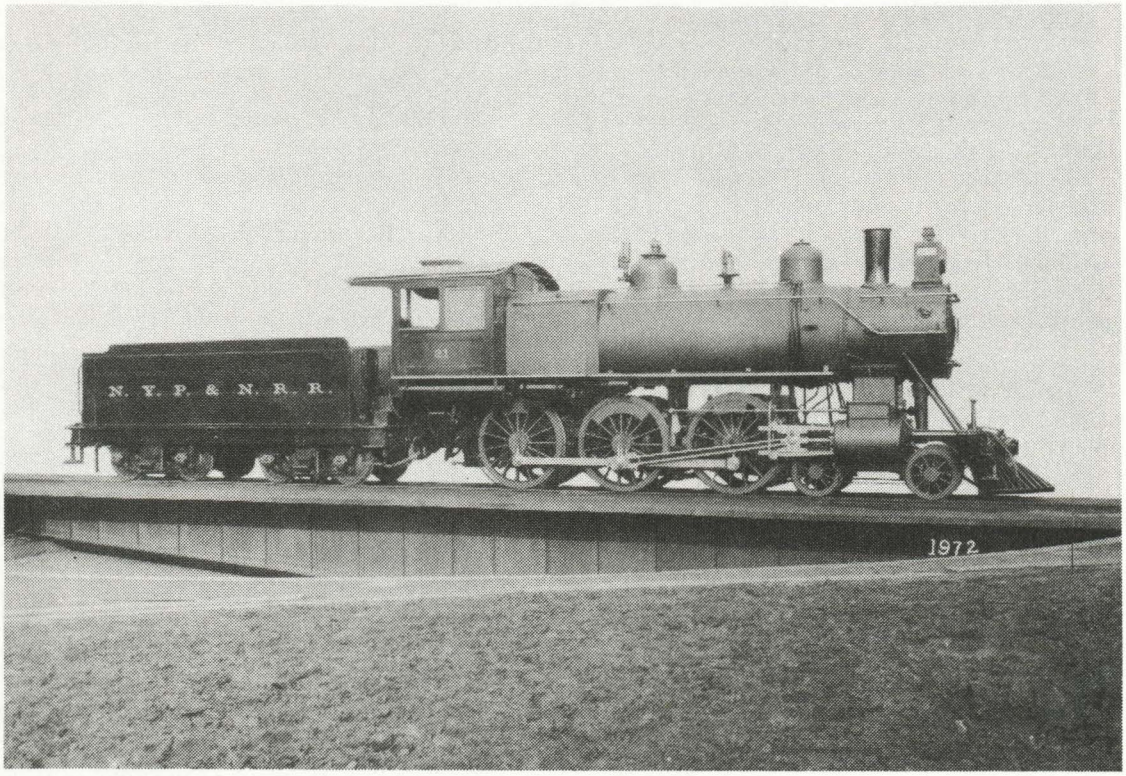
Instead, the steamers had red superstructures with their railings and hulls painted "Pennsylvania Railroad watertank green."

The *New York* was put to the test early in her career when a severe cold wave struck the bay in January and February of 1893. While steamboat lines plying from Norfolk to Baltimore and Washington were forced to suspend service due to the ice which sealed the upper Chesapeake and its tributaries, the boats of the N. Y. P. & N. were able to maintain their service, though some delays were experienced. Although the *Old Point Comfort* had a difficult time breaking through the ice with her old side wheels, when she got into trouble the *New York* was always able to make a path for her. The performance of the N. Y. P. & N. boats during such unusually severe weather conditions sparked one Norfolk newspaper to boast that:

> . . . the powerful iron-protected steamers of the NYP&N have moved with great regularity in and out of the harbor during the entire icy season. They have bearded the frost king in his very den and stuck their noses under his chin making connections with the trains at Cape Charles as usual.

The "frost king" apparently didn't take very well to these remarks, as the paper was forced to print only the next day that:

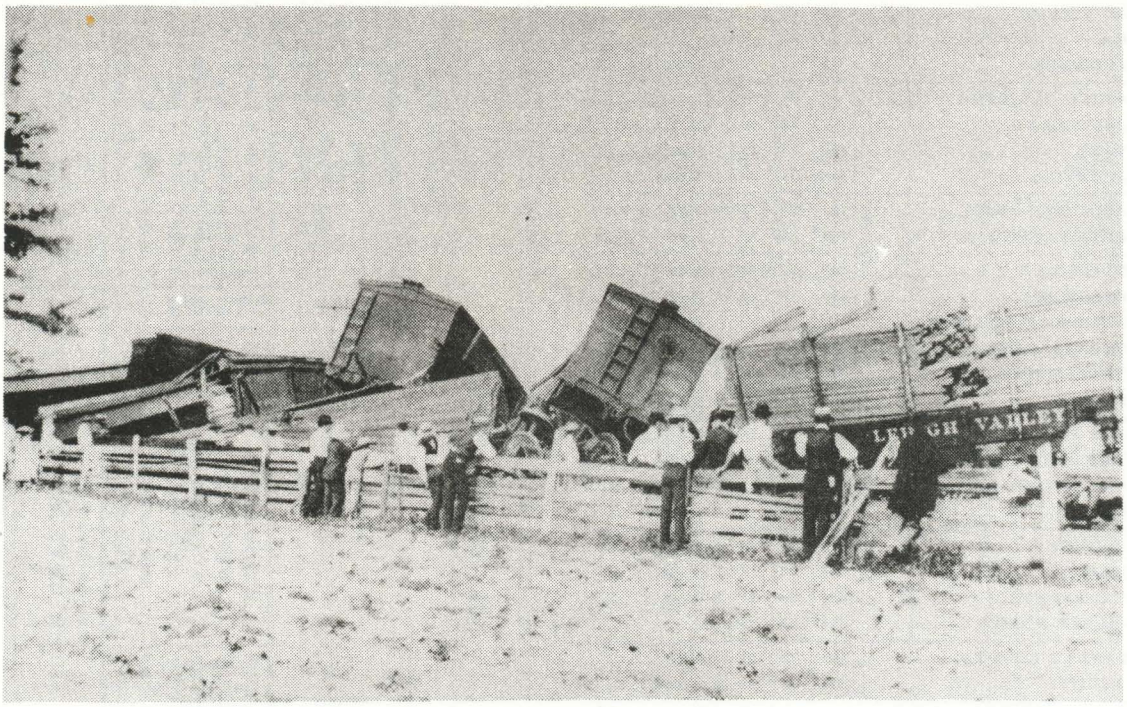
> . . . the passengers who left Tuesday night on the steamer New York of the Cape Charles route returned here last night having been twenty-nine hours in the ice.



N. Y. P. & N. No. 21, a 1904 Baldwin product, hauled many a freight train between Delmar and Cape Charles during her career. (H. L. Broadbelt)

On this occasion, the *New York* and the tug *Norfolk* had left Cape Charles together. The two vessels made good headway until they reached the middle of the bay, where they encountered ice two feet thick. The steering gear of both vessels became disabled and they began to drift

with the ice floe. The mate of the *New York* finally walked ashore over the ice and telegraphed for help. Tugboats No. 1 and No. 2 of the Norfolk & Western Railway were dispatched to rescue the helpless vessels. The *New York* was brought into Norfolk where she was quickly repaired and returned to service. After this episode, though, the N. Y. P. & N. did not risk sending the *Old Point Comfort* onto the bay again until it was free of ice.



A wreck on the N. Y. P. & N. near Keller, Virginia has attracted the usual onlookers. (Vincent N. Dennis)

In 1898 a new steamer named the *Cape Charles* was delivered. Unlike the green and red colors worn by the *Old Point Comfort* and the *New York,* the *Cape Charles* was painted sparkling white and her appearance received very favorable comment in the press. Unfortunately, her career on the N. Y. P. & N. was even shorter than that of the first *Cape Charles*. She failed to meet the company's specifications and lay at her moorings for four months before being accepted. Then, on the day that the company finally took title, she burned without ever entering the service for which she was built.

In 1900 another new steamer arrived, the *Pennsylvania,* built by the Delaware River Company of Chester, Pennsylvania. Like the ill-fated *Cape Charles*, she was painted entirely in white. In order to match their new running mate, the *New York* and *Old Point Comfort* were painted likewise. The *New York* and *Pennsylvania* then became the regular boats on the route with the *Old Point Comfort* held in reserve. The last steamboat built for the N. Y. P. & N. was the graceful *Maryland,* which was delivered in 1907. Arrival of the *Maryland* allowed the release of the *Old Point Comfort* and she was sold to the Baltimore, Chesapeake & Atlantic Railway, where she served as a relief boat for many years.[26]

By the 1890's, rail traffic through Norfolk had expanded to the point where it was beyond the ability of the roads which served the city to handle it adequately with their existing facilities. A. J. Cassatt stepped in with a plan to remedy the situation. He proposed to build a belt railroad around the city, connecting with all of the carriers which converged at that point. This would provide more expeditious interchange between the various lines and relieve the severe glut of cars that was occurring. Cassatt offered to build the road and turn it over to the

12 DELMAR TO CAPE CHARLES.

STATIONS.	Distance from Delmar.	Distance Between Stations.	Capacity of Freight Siding.	First Class. 49 Lv. Daily	First Class. 83 Lv. Daily ex. Sun.
	MILES	MILES	CARS	A. M.	A. M.
DELMAR				$ 3.00	
DU TOWER	2.1	2.1		3.03	
B. C. & A. JUNCTION					
SALISBURY	6.0	4.1	*9*	$ 3.10	
SOUTH SALISBURY	6.7	0.7	*9*		
FRUITLAND	9.7	3.0	*32*	3.15	
EDEN	12.9	3.2	*16*	3.20	
LORETTO	15.6	2.7	*19*	3.23	
PRINCESS ANNE	19.1	3.5	*58*	$ 3.28	$ 7.15
KING'S CREEK (E. D. T.)	21.6	2.5	*26*	3.33	$ 7.21
COSTEN	27.3	5.7	*13*	**3.40**	
POCOMOKE	30.6	3.3	*40*	$ 3.45	
POCOMOKE PASSING SIDING				3.46	
BEAVER DAM	34.8	4.2	*12*		
NEW CHURCH	37.3	2.5	*25*	$ 3.56	
LECATO	40.3	3.0	*19*	E 4.01	
OAK HALL	41.4	1.1	*19*	4.05	
MAKEMIE PARK	42.7	1.3	*18*	E 4.08	
HALLWOOD	45.0	2.3	*14*	E 4.15	
MEARS	46.6	1.6	*8*		
BLOXOM	48.8	2.2	*36*	E 4.22	
MASON	50.6	1.8	*13*		
PARKSLEY	52.4	1.8	*26*	E 4.29	
GREEN BUSH	55.7	3.3	*13*		
TASLEY (E. D. T.)	58.0	2.3	*27*	$ **4.39**	
ONLEY	59.7	1.7	*23*	E 4.44	
MELFA	62.7	3.0	*31*	E 4.50	
KELLER (E. D. T.)	65.2	2.5	*18*	E 4.56	
PAINTER	67.7	2.5	*27*	E 5.02	
BELLE HAVEN	70.6	2.9	*21*		
EXMORE (E. D. T.)	72.0	1.4	*41*	E 5.10	
NASSAWADOX	76.3	4.3	*36*	E 5.17	
WIERWOOD					
BIRD'S NEST	79.1	2.8	*31*	E 5.22	
MACHIPONGO	81.9	2.8	*22*	E 5.27	
EASTVILLE	86.0	4.1	*27*	E 5.33	
COBBS	88.9	2.9	*13*	E 5.40	
CHERITON	90.4	1.5	*21*	E 5.45	
CAPE JUNC. (SO. E. D. T.)	92.4	2.0		5.49	
CAPE CHARLES	95.0	2.6		$ 5.55	
				A. M.	A. M.
				49 Ar. Daily	83 Ar. Daily ex. Sun.

CRISFIELD BRANCH.

SOUTHWARD.

Telegraph Signals.	Minutes between Stations for Freight and Mixed.	Freight Trains 3d Class. 105 Lv. Daily ex. Sun.	Passenger Trains First Class. 145 Lv. Daily ex. Sun.	Passenger Trains First Class. 147 Lv. Daily ex. Sun.	Passenger Trains First Class. 183 Lv. Daily ex. Sun.		Distance between Stations.	Distance from Delmar.	STATIONS.
		P. M.	P. M.	P. M.	A. M.				
NJ		1.00	$ 7.50	$ 2.40	$ 7.25			21.6	KING'S CREEK
WE	6	1.20	$ 8.00	$ 2.46	$ 7.33		2.9	24.5	WESTOVER
K	7	1.35	$ 8.10	$ 2.54	$ 7.40		3.7	28.2	KINGSTON
HN	7	1.50	$ 8.20	$ 3.02	$ **7.50**		3.5	31.7	MARION
HW	6	2.25	$ 8.28	$ 3.08	$ 8.00		3.3	35.0	HOPEWELL
CF	6	2.40	$ 8.40	$ 3.20	$ 8.12		3.2	38.2	CRISFIELD
		P. M.	P. M.	P. M.	A. M.				
		105 Ar. Daily ex. Sun.	145 Ar. Daily ex. Sun.	147 Ar. Daily ex. Sun.	183 Ar. Daily ex. Sun.				

NORTHWARD.

STATIONS.	Telegraph Offices. D Day Offices. D N Day and Night Offices	Distance from Crisfield.	Distance between Stations.	Passenger Trains First Class. 144 Ar. Daily ex. Sun.	Passenger Trains First Class. 148 Ar. Daily ex. Sun.	Passenger Trains First Class. 150 Ar. Daily ex. Sun.	Freight Trains 3d Class. 106 Ar. Daily ex. Sun.		Minutes between Stations for Freight and Mixed.	Telegraph Signals.
				A. M.	P. M.	P. M.	A. M.			
KING'S CREEK	D	16.6	2.9	$ 6.45	$12.55	$ 6.50	8.46			NJ
WESTOVER	D	13.7	3.7	$ 6.36	$12.49	$ 6.41	8.26		6	WE
KINGSTON	D	10.0	3.5	$ 6.29	$12.38	$ 6.32	8.04		7	K
MARION	D	6.5	3.3	$ 6.20	$12.31	$ 6.23	**7.50**		7	HN
HOPEWELL	D	3.2	3.2	$ 6.12	$12.20	$ 6.15	7.30		6	HW
CRISFIELD	D			$ 6.00	$12.05	$ 6.00	7.15		6	CF
				A. M.	P. M.	P. M.	A. M.			
				144 Lv. Daily ex. Sun.	148 Lv. Daily ex. Sun.	150 Lv. Daily ex. Sun.	106 Lv. Daily ex. Sun.			

Excerpts from the employee's timetable effective August 6, 1911. (Author's Collection)

eight railroads entering Norfolk, with each of them, including the N. Y. P. & N., owning an equal share. This was accomplished in 1898 and the company is still operating under the same principal today — the Norfolk and Portsmouth Belt Line Railroad.[27]

The New York, Philadelphia & Norfolk Railroad lived up to the greatest expectations of its promoters. It was the realization of a decades-old dream of a new rail route between the North

CAPE CHARLES RAILROAD.

In Effect 12.01 A. M. August 6, 1911.

SOUTHWARD.								NORTHWARD.							
			2d Class. 203 Lv. Daily ex. Sun.	2d Class. 201 Lv. Daily ex. Sun.	Capacity of Freight Sidings.	Distance Between Stations.	Distance from End of Double Track.	STATIONS.	Telephone & Day Office.	Distance from Townsend.	Distance Between Stations.	2d Class. 202 Ar. Daily ex. Sun.	2d Class. 204 Ar. Daily ex. Sun.			
			P. M.	A. M.								A. M.	P. M.			
			4.36	9.36				CAPE JUNCTION (SO. E. D. T.)		6.7	3.0	10.40	5.40			
			$ 4.45	$ 9.50	25	3.0	3.0	PLANTATION	D	3.7	2.3	$10.32	$ 5.27			
			$ 4.52	$10.00	25	2.3	5.3	CAPEVILLE	D	1.4	1.4	$10.25	$ 5.17			
			$ 4.57	$10.05	25	1.4	6.7	TOWNSEND	D			$10.20	$ 5.10			
			P. M.	A. M.								A. M.	P. M.			
			203 Ar. Daily ex. Sun.	201 Ar. Daily ex. Sun.								202 Lv. Daily ex. Sun.	204 Lv. Daily ex. Sun.			

Train 201 is superior to train No. 202. Train 203 is superior to train No. 204.

NORFOLK FERRY.

SOUTHWARD.							NORTHWARD.					
				37-47 Lv. Daily ex. Sun.	49 Lv. Daily		46-48 Ar. Daily ex. Sun.	50 Ar. Daily				
				P. M.	A. M.		A. M.	P. M.				
				$ 4.30	$ 6.15	Lv. CAPE CHARLES Ar.	$10.50	$ 9.10				
				$ 6.20	$ 8.00	OLD POINT COMFORT	$ 8.45	$ 7.15				
				$ 7.25	$ 9.05	NORFOLK	$ 8.00	$ 6.15				
				$ 7.45	$ 9.45	PORTSMOUTH	$ 7.20	$ 5.15				
				P. M.	A. M.		A. M.	P. M.				
				37-47 Ar. Daily ex. Sun.	49 Ar. Daily		46-48 Lv. Daily ex. Sun.	50 Lv. Daily				

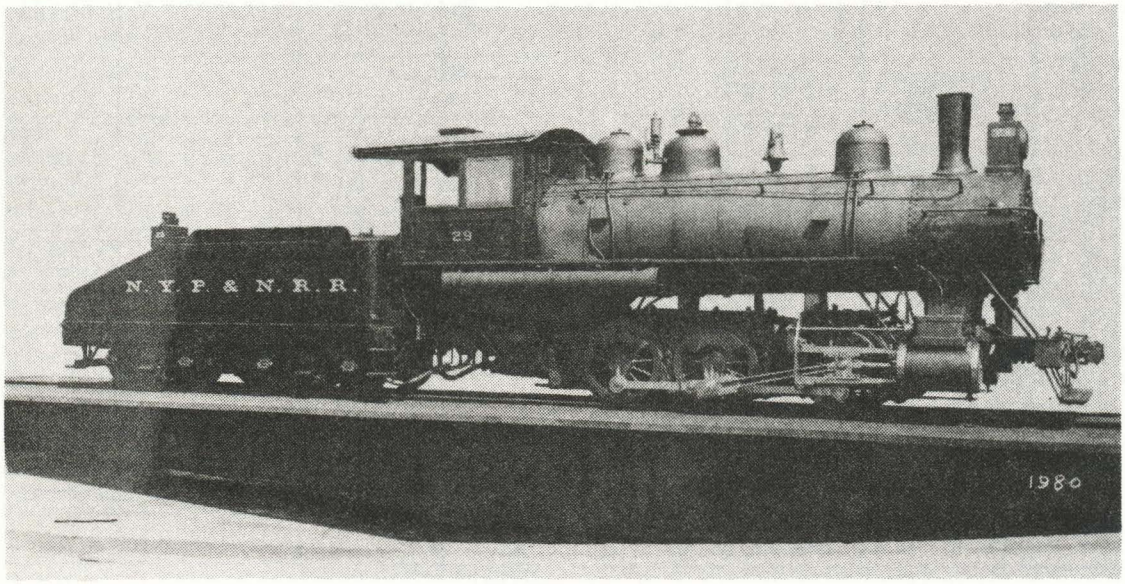
and the South. There was a tremendous northbound traffic in agricultural produce, seafood, and timber products, as well as a large southbound traffic in manufactured goods. Marion Station, as an example, claimed the title of largest strawberry block in the world. It set records for shipments of this commodity from a single station with 374 carloads during the 1925 season.[28] The "strawberry train" was an institution on the lower Eastern Shore as it would stop at every station along the line to pick up the crates of strawberries that farmers brought down. Crisfield, the "seafood capital of the world," set records for a single day's shipment with 18 carloads of oysters on December 25, 1920 and 29 carloads of fish on April 15, 1922.

Prophetically, one *truck*load of fish also left Crisfield that day.[29] On weekends there were often as many as four freight trains lined up at Salisbury, taking advantage of the let-up in passenger traffic to head south.

An interesting footnote is reported by Mr. John E. Jacob, Jr. of Salisbury. He remembers that once while visiting with Thomas E. Ralph, agent at Keller, to whom Mr. Jacob was related, he learned that Mr. Ralph had been offered the agent's position at Salisbury, but had refused. It seems that, in those days, agents were paid according to the number of cars loaded at their station. Mr. Ralph was actually able to make more money at Keller than at Salisbury, a town many times larger.

When the N. Y. P. & N. was first getting off the ground, success was not immediate and A. J. Cassatt's personal wealth was sometimes called upon to tide the company over. However, it was the company's practice to pay a dividend of 12% to its stockholders annually, regardless of the profit or loss in any one year.[30] The foresight of the line's backers eventually paid off, too. In both 1906 and 1907, for example, the N. Y. P. & N. showed a clear surplus of over $600,000 after paying its customary dividend. This was on gross earnings of, in 1907, $3,181,149. It can easily be seen by looking at these figures why the N. Y. P. & N. was considered one of the most prosperous short lines in the country.[31]

To handle the great flow of freight and passenger traffic over its line, the railroad was continually being upgraded. Over the years, the N. Y. P. & N. was double-tracked over its entire length and relaid with 80-pound rail. The block signal system was installed in 1908, enabling greater speed and safety in operations. In 1912 dispatching by telephone instead of telegraph was begun.[32] The year 1910 saw the construction of new shops and offices at Cape Charles, replacing those that had been built at the time of the original construction of the railroad.[33] As a result of its location as the railroad's terminal, Cape Charles did become the foremost city on the Eastern Shore of Virginia, just as William L. Scott had planned back in 1884.



No. 29, built by Baldwin in 1904, spent most of her life as a yard switcher at Cape Charles. (H. L. Broadbelt)

A subsidiary of the N. Y. P. & N., the Cape Charles Railroad, was incorporated in Virginia on March 24, 1906 for the purpose of building a spur of eleven miles toward geographical Cape Charles. Work was begun in 1910, commencing at a point designated as Cape Junction, just east of the town of Cape Charles. The track was laid through Plantation and Capeville, reaching Townsend on December 1, 1910. Work was resumed in November of 1911 and the line

was completed to Kiptopeke on March 8, 1912. The Cape Charles Railroad was formally acquired by its parent company in 1917.[34]

On a road such as the N. Y. P. & N., with its more frequent trains and greater speeds, tragedies are more likely to occur than on country branch lines. Unfortunately, the railroad did experience several major disasters. The most dramatic of these was the wreck at Bay View Curve in June of 1904. Strangely, the wreck train was called to the scene of this accident before the wreck had actually occurred. The party responsible for an error which allowed two trains traveling in opposite directions to occupy the same track, upon realizing the mistake, could do nothing but send word to Cape Charles to order out the wreck train. The two trains met head-on at Bay View Curve with the loss of one life, that of the engineer of the southbound train.[35]

As a youngster, I was always impressed by a particular stained glass window in the church which my family attended, Asbury Methodist in Salisbury. On it were the unfamiliar names "PHILA. WILMINGTON AND BALTO. R.R." and "NEW YORK PHILADELPHIA AND NORFOLK RAILROAD Co." and the words "IN RECOGNITION OF FAVORS RENDERED." It was not for some time that I learned something about the two railroads and the story behind the window. It seems that, after the great Salisbury fire of 1886, the church was forced to set about building a new sanctuary. The old wooden building had been a victim of the conflagration and the congregation determined to build a more substantial structure of stone. These two railroads had been of assistance once before when in 1879 they had sped fire engines all the way from Wilmington to stop a potentially serious blaze in Salisbury. Although they had been unable to do anything to save the town in 1886, they could do something to help rebuild it in 1887. Consequently, the P. W. & B. and the N. Y. P. & N. hauled all of the stone for construction of the new Asbury church from its quarry at Port Deposit, Maryland to Salisbury free of charge. As a gesture of appreciation for their help, the stained glass window was erected in the new building. As a result of their kindness, the Philadelphia, Wilmington & Baltimore and New York, Philadelphia & Norfolk together shared the honor of being the only railroads known to have a memorial window in a church dedicated to them. The window has been moved from its original location on North Division Street and is preserved in the church's new home on Camden Avenue in Salisbury.

Returning to more earthly matters, A. J. Cassatt, who had never accepted a salary for his services from the N. Y. P. & N., had left the company in 1899 to become president of the Pennsylvania Railroad. As long as he held this position, he steadfastly refused to allow the mighty Pennsylvania to purchase the N. Y. P. & N. However, it appears that he intended for the N. Y. P. & N. to become part of the Pennsylvania eventually and two years after President Cassatt's death in 1906 the P. R. R. did acquire control of the line. The price was considerable; $150 worth of bonds per share of stock which had a par value of $50.[36] "Stock trust certificates," secured by the stock so purchased, amounting to $7,478,000 were issued in payment thereof.[37] These matured in 1948 and were paid off.[38] The N. Y. P. & N. continued to operate under its own organization until July 1, 1920, at which time it was leased to the Pennsylvania Railroad for 999 years. However, delays in obtaining the necessary permission from the Interstate Commerce Commission, newly required by the Transportation Act of 1920, prevented the actual takeover from occurring until November 1, 1922.[39]

FOOTNOTES

1. Truitt, p. 71-72.
2. See Wilson's *History of Crisfield* for mention of the *New Castle* and an account of the arrival of the first train at Crisfield.
3. John E. Jacob, Jr.
4. Norman J. Wilson.
5. Burgess and Kennedy, p. 399. The *Official Guide of the Railways* lists the Crisfield to Norfolk service after 1868, but his may simply be due to the P. W. & B. not updating its information. *Poor's Manual* states that the Eastern Shore Railroad was operated by the P. W. & B. from 1866 to 1870, but it seems certain that it was from 1860 that the road was operated thus.

6. Clarke in his *Eastern Shore of Maryland and Virginia* states that the line was built in 1870. However, articles in the *Salisbury Advertiser* of the period indicate that it was not until 1872.

7. Woodrow T. Wilson.

8. *Poor's Manual* for 1880, p. 421.

9. Davis, p. 103-104.

10. *Interstate Commerce Commission Valuation Reports,* Volume 97, p. 313 — Docket No. 159; New York, Philadelphia & Norfolk Railroad.

11. Davis, p. 104-105.

12. *Interstate Commerce Commission Valuation Reports,* Volume 97, p. 313 — Docket No. 159; New York, Philadelphia & Norfolk Railroad.

13. Davis, p. 105.

14. Burgess and Kennedy, p. 422.

15. *Ibid.,* p. 422.

16. Lewis, p. 89.

17. Lochhead, p. 18.

18. *Interstate Commerce Commission Valuation Reports,* Volume 97, p. 313 — Docket No. 159; New York, Philadelphia & Norfolk Railroad.

19. Clarke, p. 591.

20. Lochhead, p. 18.

21. Davis, p. 105 and Clarke, p. 591.

22. Lochhead, p. 19.

23. Clarke, p. 590.

24. Lochhead, p. 19-21.

25. Clarke, p. 590-591.

26. Lochhead, p. 21-26.

27. Davis, p. 106.

28. *The Delmarva Peninsula,* p. 41.

29. Wilson, Woodrow T., p. 335.

30. Davis, p. 106.

31. Truitt, p. 74.

32. Clarke, p. 592.

33. A photograph dated September 20, 1910 in the possession of W. C. Redden shows the shops under construction. The *Railway Age Gazette* of July 7, 1911 includes an interesting article on the new facilities.

34. *Interstate Commerce Commission Valuation Reports,* Volume 114, p. 278 — Docket No. 156; Cape Charles Railroad.

35. W. C. Redden, personal account.

36. Truitt, p. 74.

37. Burgess and Kennedy, p. 519.

38. Clarke, p. 592.

39. Burgess and Kennedy, p. 558.

CHAPTER XII

The First Trans-Peninsula Railroad

During the reconstruction period following the Civil War, the future prospects of the railroad were being unfolded. All across the country, railroads were opening and developing new territory. One such railroad was the Wicomico and Pocomoke, which was incorporated in 1864 with a capital stock of $400,000. As its name signified, the Wicomico and Pocomoke Railroad was to be an overland connection between the two rivers with Salisbury and Berlin, 23 miles apart, as its terminals.[1]

The company's charter dated all of the way back to February 15, 1848, but had lapsed and was revived and extended in 1854.[2] Either its founders had intended to build their line without the benefit of an interchange with any other railroad, the principle connection being with steamboats on the Wicomico River at Salisbury, or they were depending upon completion of the Eastern Shore Railroad. Nothing, however, was accomplished until 1867, when construction began along the original route. It was in 1868 that the Wicomico & Pocomoke Railroad was completed, the year before the golden spike was driven at Promentory Point, Utah, linking the Union Pacific and Central Pacific Railroads which established the first transcontinental railroad.

The president of the company was Dr. H. R. Pitts, while Colonel Lemuel Showell of Berlin was the heaviest investor and later became president. Col. Showell was a typical Southern gentleman and owned thousands of acres of land in the region. It was said that he envisioned the Wicomico & Pocomoke as the nucleus for a great rail system of the future.

There are many picturesque tales relating to the early years of the railroad's history. Col. Showell, while justly proud of his new railroad, was also especially fond of a fine black mare, widely known for her fleetness of foot. He raced the train from Berlin to Salisbury on several occasions and, so the story goes, arrived before the little train chugged into sight.

The railroad began operations with one small wood-burning locomotive, a passenger car, and a trailer for freight. The trips were arduous and not infrequently delayed, for it seems that the coach was in the habit of "jumping" the track. When this happened, some of the passengers would lend their strength to setting aright the wayward vehicle, while others would pick flowers or fruit along the right-of-way.

A problem presented itself when a second locomotive and train of cars were acquired. How could the two trains be run in opposite directions over the line safety? The problem was solved when the general manager, Jake Henry, handed the conductor in charge of each train this unique dispatch:

> Charlie will run until he meets Mack. The nearest to a station will back back.

The Charlie and Mack referred to were Charles Marshall and Samuel McMullin, both of Berlin.[3]

In Salisbury the Wicomico & Pocomoke had its beginnings along the Wicomico River just north of the Main Street Bridge. Its "yards" consisted of several industrial sidings and a turntable near Chestnut Street. The main line leaving town curved east and crossed over the Eastern Shore Railroad, where the two made their interchange. From Salisbury the line ran almost due east through Walston's Switch, Parsonsburg, Pittsville, Hancock, Whaleyville (now "Whaleysville"), and then southeast through St. Martin's to Berlin. A station was soon established at New Hope, just inside Wicomico County. Berlin was the site of the company's enginehouse, a turntable, and the location of its offices.

Parsonsburg was named after Isaac H. Parsons (the author's great great grandfather), Pittsville (earlier "Derrickson's Crossroads") for the railroad's president, and St. Martin's was near old St. Martin's Church.

An extension of the Wicomico & Pocomoke was undertaken by its owners in 1871. This was the Worcester Rail Road, which was to extend 14 miles south from Berlin to Snow Hill. The charter for the Worcester Rail Road had been granted back on May 24, 1853, when plans for the Wicomico & Pocomoke were first beginning to emerge. The line was completed in 1872, but was

sold in 1874 to outside interests who were building a line south from Delaware through the county to Virginia. The proceeds from this sale were evidently used to finance still another project.

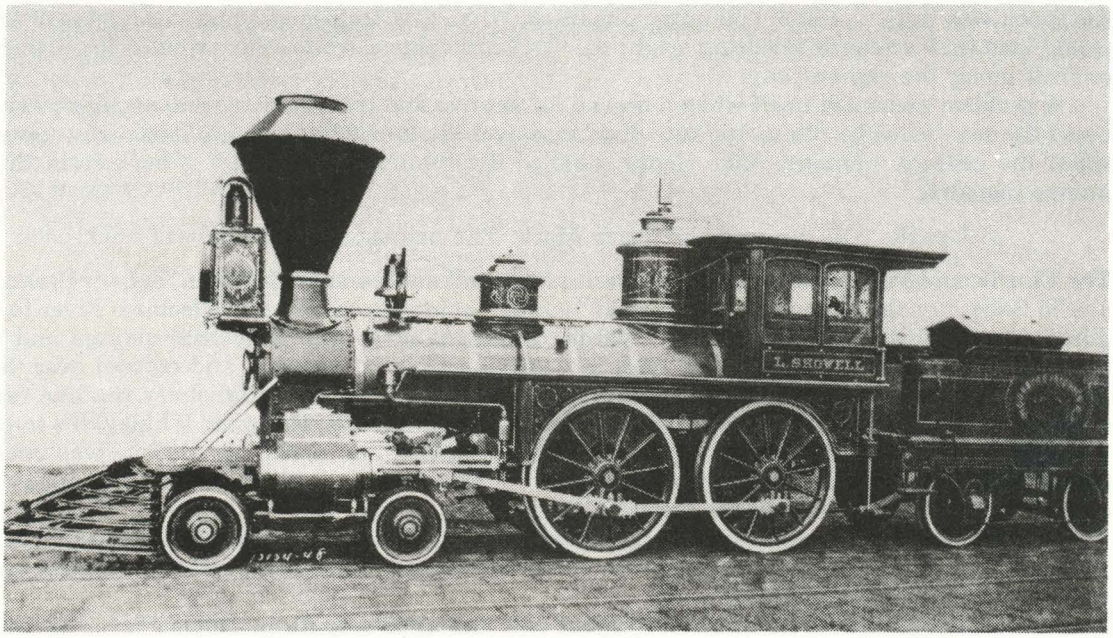
The railroad was extended late in 1874 from Berlin ruler-straight for six miles to the western side of Sinepuxent Bay. Passengers were ferried into Ocean City. In 1876 a long trestle was completed across this body of water so that trains could be run directly into the resort. The bridge was later planked over so that horses and wagons could use it. This structure remained as the only entrance into Ocean City until 1919 when the first highway bridge was built. Meanwhile, trains and vehicular traffic, eventually including automobiles, shared the bridge. The track entered Ocean City on South Division Street. There was a wye to turn trains at the end of the line, which terminated on Baltimore Avenue and ran north to the Atlantic Hotel.

The first known locomotive of the Wicomico & Pocomoke was the *L. Showell* which was outshopped by the Baldwin Works for the company in March of 1868. In November of 1873 another Baldwin engine, the *Seaside,* was delivered. There was also a locomotive named *Daisey* on the roster.[4] All were wood-burners and had to stop frequently to "wood up" with pine slabs for fuel. As of 1870 the roster included two locomotives, five passenger cars, one baggage, mail, and express car, and 22 freight cars rolling over the line's 40-pound rail.

The road was very prosperous in its early years. On a gross of $23,000 for the fiscal year ending in April of 1871, the Wicomico & Pocomoke reported a net income of almost $9,000.[5]

Operations on the Wicomico & Pocomoke Railroad can be described as leisurely. Charlie Marshall and Mack McMullin remained as conductors right through the road's consolidation and were well known and highly regarded by the people of the area. They would leave Ocean City whenever it suited the passengers and would often stop so that the ladies could pick huckleberries. It's a fact, though stated in jest, that Mr. McMullin would stop his train with the upmost politeness to recover a lady's or gentleman's hat which happened to blow out the window. Stories of train trips to Ocean City portray a unique lifestyle in those days of early railroading.

Until 1886 the Wicomico & Pocomoke was the nearest approach to a trans-peninsula railroad. Steamboat connections could be made from Baltimore directly to Salisbury and thence over the W. & P. to Ocean City or to Crisfield and on to Salisbury over the Eastern Shore



The *L. Showell,* built for the Wicomico & Pocomoke Railroad by Baldwin in March of 1868. (H. L. Broadbelt)

Railroad. Although all major rivers had regular steamer service to Baltimore, both the Eastern Shore and Baltimore alike felt the need for more direct transportation facilities.

A solution was sought through the formation of the Baltimore and Eastern Shore Railroad Company, chartered on April 1, 1886. Its original plans envisioned a railroad operating directly from Baltimore to the Peninsula, making use of the Annapolis and Baltimore Short Line Railroad, then under construction, or the Annapolis and Elkridge Railroad. A line was to be built from Annapolis to Thomas Point, a ferry established from there across the Chesapeake to Broad Cove, and another rail link built from there to Salisbury.[6] The old Wicomico & Pocomoke Railroad would be abosrbed, creating a single through rail route from Baltimore to Ocean City.

General Joseph B. Seth of Easton, speaker of the House of Delegates, was the company's president, Elihu Jackson of Salisbury, later governor of Maryland, treasurer, and Theophilus Tunis of Easton, secretary. Preliminary survey for the road was completed on July 9, 1886. W. Upshur Polk of Salisbury carried the first transit in making the survey and later advanced through successive promotion to the superintendency of the line, a position he occupied for the last twenty years of its independent operation.[7]

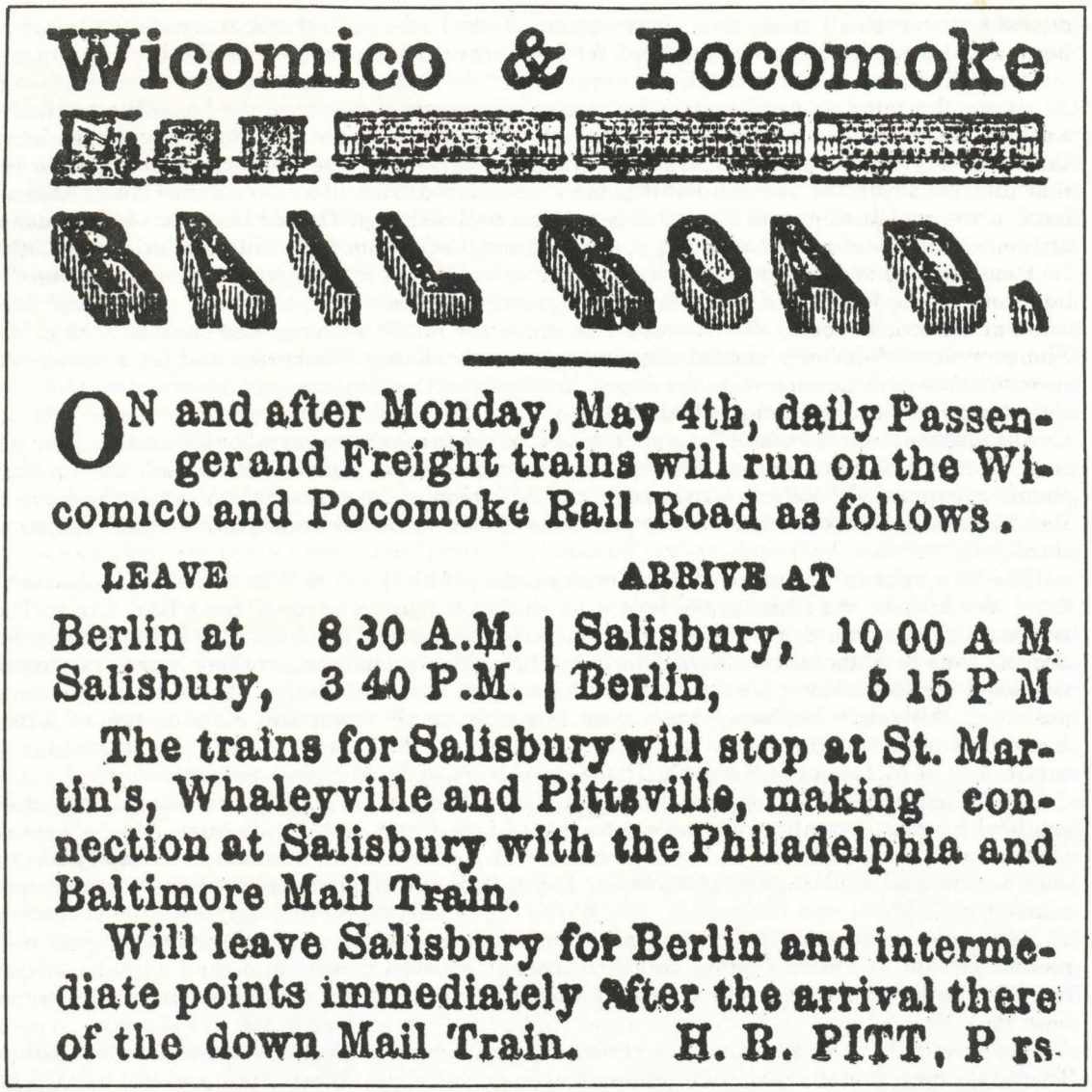
Despite the obvious benefits of such a road and the great enthusiasm for its construction, as usual, difficulties were encountered. As an example, some citizens demanded that before granting permission for the line to be built, the state require the entire right-of-way to be fenced. Accommodations were reached on this and other issues which eventually allowed the company to proceed.

The Wicomico & Pocomoke Railroad was purchased by the B. & E. S. in 1888.[8] The Eastern Shore terminal for the Chesapeake ferry was shifted to Claiborne on Eastern Bay. Claiborne, incidentally, was named for William Claiborne of Virginia who established the first settlement of Europeans in Maryland on Kent Island in 1631. Construction began there and the railroad paralleled the Miles River for the first ten miles or so. The first station east of Claiborne was McDaniel. Although McDaniel itself was rather a small town, the station was of some importance as it was the closest to several small resorts in the area. At one time there was a station east of McDaniel at Harper's. The historic town of St. Michaels was reached by the end of 1889.[9] East of St. Michaels was Riverside. The station of Royal Oak was established at a beautiful location near the railroad's crossing of Oak Creek a short distance from where it empties into the Miles River. The station house was a mile or more from the town itself and the place is now called "Newcombe." Between Royal Oak and Easton, agencies served the small villages of Kirkham and Bloomfield. The Baltimore & Eastern Shore intersected the Delaware & Chesapeake Railway at the extreme southern outskirts of Easton. At one time there was still another station in Talbot County called "Turner's" between Easton and the Choptank River. The Choptank River trestle was known as Dover Bridge after the very old town of that name nearby.

The first station in Caroline County was at Bethlehem, so named after a visit by Bishop Francis Asbury, a Methodist circuit-rider, who commented that it was very peaceful there, just like it must have been in Bethlehem. Preston was the next point on the line. Preston became the best station on the road for freight, with the exception of Salisbury. While Easton, Hurlock, and Berlin were larger towns, they were all served by other railroads. East of Preston were Linchester, site of the oldest mill in continuous use in the country, and Ellwood Station in Dorchester County. The line crossed the Cambridge & Seaford Railroad at grade in Hurlock. Between there and the Nanticoke River, stations were later set up at Ennall's, Rhodesdale, and Reid's Grove (often spelled "Reed's" in earlier days). It should be mentioned that the development of these station agencies was a gradual process. Some were not established until years after the road was built.

The road reached the banks of the Nanticoke River at Vienna, once an important Indian outpost known as "Emperor's Landing." This historic old town was once of considerable importance as a port of entry into the United States and there had long been predictions of a railroad being built to serve the community. Train service was opened to Vienna on July 25, 1890.

The Nanticoke River was one of the two very formidable crossings that the road had to undertake. The Choptank River trestle had required 3,795 feet of piling and had cost $42,000,



Wicomico & Pocomoke

RAIL ROAD.

ON and after Monday, May 4th, daily Passenger and Freight trains will run on the Wicomico and Pocomoke Rail Road as follows.

LEAVE		ARRIVE AT	
Berlin at	8 30 A.M.	Salisbury,	10 00 A M
Salisbury,	3 40 P.M.	Berlin,	5 15 P M

The trains for Salisbury will stop at St. Martin's, Whaleyville and Pittsville, making connection at Salisbury with the Philadelphia and Baltimore Mail Train.

Will leave Salisbury for Berlin and intermediate points immediately after the arrival there of the down Mail Train. H. R. PITT, P rs.

Until well into this century, it was customary for the newspapers to carry the timetables of the local railroads. This characteristic early schedule appeared in the *Salisbury Advertiser* during 1870. (Author's collection)

while the Nanticoke River bridge employed 3,300 feet of piling at a cost of approximately $37,000. While this structure was still being built, the construction train was transferred to Salisbury and work was progressing westward from there.[10] One of the first maps published of the proposed route of the B. & E. S. showed but one station in Wicomico County between Salisbury and the Nanticoke River. This was a place known as "Bradley's" where several members of that family were clustered. It was only a short distance on the Wicomico side of the river. Its importance declined rapidly as the towns of Barren Creek (now Mardela Springs), Hebron, and Rockawalkin grew. The town of Barren Creek, on the banks of that stream, was a popular resort due to its mineral springs, which reportedly had medicinal powers. The name was changed to "Mardela Springs" because of its proximity to the Maryland-Delaware line and the desire for a name which more accurately reflected the town's attraction to visitors. Hebron, of course, is a Biblical name, but there is some controversy over the origin of the name of the next station. The Rockawalkin area, according to the most widely repeated story, came to be called by that name due to a Mr. Rock's habit of taking his morning stroll along that route each

day. Soon everyone was saying, "There comes Rock a-walkin'" so frequently that the words became associated with the place itself. When the railroad was built through, the name of the station was chosen as "Rockawalkin."

While the railroad was being built, the citizens of Cambridge, then the largest town on the Eastern Shore of Maryland, had attempted to interest the Baltimore & Eastern Shore in serving their community. Evidentally dissatisfied with the service on their branch of the P. W. & B., they insisted that if the new railroad would re-route its main line through Cambridge, or at least build a branch to that point, the company's success was assured. However, if the railroad's directors failed to heed their advice, the project was doomed to failure. Fortunately, the Baltimore & Eastern Shore was determined to take the direct route to Salisbury and was not lured out of the way.

One alternate route was surveyed. It passed from Preston through Federalsburg and Sharptown to Salisbury and was about three miles longer. Apparently this second route received little consideration.

Shortly before completion of the railroad, Gen. Seth and Mr. Tunis met with Mr. John K. Cowen, general counsel of the B. & O., in his offices in the Baltimore and Ohio Central Building in Baltimore. At this meeting the formal transactions were completed to consolidate the Bay Ridge and Annapolis Railroad, five miles long, the One Mile Railroad, which owned trackage at Bay Ridge and Claiborne, the Chesapeake Terminal Company, which owned wharf facilities at those two points, the Baltimore & Eastern Shore Railroad, 57¼ miles from Claiborne to Salisbury, and the Wicomico & Pocomoke Railroad, 31 miles in length from Salisbury to Ocean City. The new railroad would be a total of 108 miles long, including the bay crossing. The Baltimore & Eastern Shore Railroad was very much in the B. & O. camp at this time. After dropping plans to build its own line on the Western Shore, the company had moved to acquire the Bay Ridge and Annapolis Railroad, which had been built by the B. & O. in 1886. This made possible a through connection from Claiborne across the Chesapeake to Bay Ridge, via the Bay Ridge & Annapolis Railroad to Annapolis, and over the Annapolis & Baltimore Short Line to the B. & O.'s Camden Station in Baltimore.

The Baltimore & Eastern Shore Railroad was completed on September 15, 1890, thus establishing the first rail service across the Eastern Shore. Initial running time for the journey between Baltimore and Ocean City was about five hours. There was considerable praise for the engineering and construction of the line. The local newspapers heralded the arrival of "our grand trunk line."[11]

The line was originally equipped with four new locomotives, one old locomotive, three new passenger cars, two new combination cars, ten new excursion cars, 15 second class passenger cars, 50 box cars, and 30 gondola cars.[12] The only Wicomico & Pocomoke locomotive to survive onto the roster of the B. & E. S. was the veteran *Seaside*. Other locomotives sported the names *Gov. Jackson, J. S. Ricker,* and *Theophilus Tunis,* with another engine named for Gen. Seth.[13] There is a record of the first coal-burning locomotive entering Ocean City in 1893, operated by the Honorable Edward S. Furbush of Berlin.[14]

The first bay connection between Claiborne and Bay Ridge was made by the steamer *Tochwogh*. Her best time on the run was reported as 55 minutes. The original plans had included a ferry for loaded freight cars and this was accomplished through the use of a vessel which had been delivered to the B. & E. S. on October 1, 1890 named *Thames River*. The *Thames River* had a capacity of eight freight cars and made her first revenue crossing on November 11, 1890. A steamship named *Olive* was later secured for use in passenger service.[15]

However, according to *Poor's Manual* of the period, the B. & E. S. never assumed operation of the Bay Ridge & Annapolis Railroad under its contract. It records that the ferry service and use of the Bay Ridge & Annapolis was soon discontinued and that steamer connections were operated directly into Annapolis. This continued until October 5, 1891, after which the bay connection was made directly between Claiborne and Baltimore.

The B. & E. S. used the steamer *B. S. Ford* to open the Claiborne to Baltimore route. The *Salisbury Advertiser* of November 14, 1891 notes that:

> The ferry boat Thames River, formerly used by the B&ES, was seized at Claiborne Tuesday morning by the U. S. Marshall, who fastened a tug to her and took her to

Baltimore for a claim entered against her. The railroad company has not used her since October 5.

As may be surmised by reading of the fate of the *Thames River,* the B. & E. S. encountered financial troubles from the very beginning. The company's backers found that construction of the line had cost an average of $20,000 per mile, an amount somewhat greater than they had anticipated or provided for.[16] The failure of the peach crop during the first year of operation meant a loss of $75,000 in expected revenue to the road.[17] In April, 1891 the B. & E. S. was declared insolvent by the Scranton Steel Company, who had applied in Baltimore Circuit Court

BALTIMORE AND EASTERN SHORE RAILROAD.

WILLARD THOMSON, Receiver. | A. J BENJAMIN,
J. M JACKSON, Gen. Supt | Gen. Fht. & Pas. Agt. and Auditor.

General Offices—Salisbury, Md.

Mix.	Exs.	Exs	Mls	June 15, 1891	Mls	Exs	Exs.	Mix.
	P. M.	A. M.		LEAVE] [ARRIVE		P. M.	NO'N	
	†4 55	*7 00		.....Baltimore.... ♁	131	10 30	12 25	
	5 50	7 55		.....Annapolis[1]. ♁	104	9 30	11 30	
	6 13	8 15		.....Bay Ridge.. ♁	99	9 15	11 15	
P. M.	P. M	A M.		LEAVE] [ARRIVE		P. M.	A. M.	NO'N
†2 30	†7 15	9 45	0	.....Claiborne[2]... ♁	87	7 45	9 50	12 40
2 35	..	..	1	.....McDaniel.....	86	..	..	12 33
2 43	7 50	9 50	2	.....Harrier.....	84	7 30	9 35	12 26
2 53	7 55	9 55	5	.....St. Michael's... ♁	82	7 25	9 30	12 16
3 02	..	..	6	.. Riverside.	81	..	..	12 07
3 12	8 02	10 02	9	.....Royal Oak.... ♁	78	7 18	9 23	11 57
3 22	8 05	10 05	10	.. .Kirkham.....	77	7 15	9 20	11 48
3 32	8 10	10 10	12	.... Bloomfield...	75	7 10	9 15	11 38
4 00	8 15	10 15	15	.....Easton[3]..... ♁	72	7 05	9 10	11 25
4 10	.	..	19	....Turner...	68	..	.	10 53
4 20	8 29	10 29	22	.....Bethlehem....	65	6 51	8 56	10 44
4 30	8 35	10 35	25	....Preston..... ♁	62	6 45	8 50	10 35
4 37	8 40	10 40	27	.....Douglass.....	60	6 40	8 45	10 27
4 55	8 48	10 48	31	..Hurlock[3½]...♁	56	6 32	8 37	10 10
5 06		..	34	..... Madalls.....	53	..	..	9 57
5 13	8 56	10 56	35	.....Rhodesdale.... ♁	52	6 21	8 29	9 50
5 42	9 09	11 09	42	..... Vienna..... ♁	45	6 11	8 16	9 22
6 00	9 18	11 18	46	.....Barren Creek... ♁	41	6 00	8 07	9 05
6 20	9 28	11 28	51	.....Hebron..... ♁	36	5 51	7 57	8 43
6 30	.	.. ..	52	..Rock-a-Walkin .	35		.. ..	8 34
6 50	9 40	11 40	57	arr ....Salisbury[4]. ♁ lve.	30	5 39	7 45	8 15
7 20	9 40	11 40	57	lve....Salisbury....arr.	30	5 39	7 45	7 45
7 43	...	...	62	.....Walston's.....	25	..	..	7 22
7 53	...	11 54	64	.....Parsonsburg.... ♁	23	5 28	...	7 12
8 07	..	12 01	67	..... Pittsville..... ♁	20	5 18	...	6 57
8 27	...	..	72	.....New Hope.....	15	..	..	6 36
8 34	...	12 13	74	.....Whaleyville.....	13	5 06	..	6 30
8 50		...	77	.....St. Martin's.....	10	..	..	6 13
9 05	10 27	12 27	80	..... .Berlin[5]..... ♁	7	4 53	6 58	6 00
9 30	10 40	12 40	87	.....Ocean City.....	0	*4 40	†7 45	†5 35
P. M.	P. M.	NO'N		ARRIVE] [LEAVE		P. M.	A. M.	A. M.

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for a receiver for the railroad. The steel company had delivered 2,750 tons of rail to the B. & E. S. during October and November of 1890, which was used in rehabilitating the old Wicomico & Pocomoke Railroad. The rail was valued at $82,247.72 and the B. & E. S. had given a promisory note for this amount. The note was now long overdue. Joseph Wilmer and Charles Kimball were appointed temporary receivers. At about this time, the railroad's offices, which until then had been located in Easton, were moved to Salisbury, where they remained for the next 37 years. Later in the month, Captain Willard Thomson, superintendent of Harlan & Hollingsworth of Wilmington, was appointed receiver. Years later, when a new station was opened in eastern Wicomico County, it was named "Willards" after Capt. Thomson. The City of Baltimore formulated a plan to acquire a controlling interest in the company which was endorsed by the stockholders. The city obtained the necessary permission from the State Legislature in 1892, but never carried the plan out.[18]

Meanwhile, the Baltimore & Eastern Shore company was attempting to raise the desperately needed funds to regain control of its railroad. An unusual method was conceived. The railroad passed through the counties of Talbot, Caroline, Dorchester, Wicomico, and Worcester. The idea was to induce the government of each to purchase $20,000 of the company's stock. The question of whether to give the Boards of County Commissioners authority to subscribe to the stock was submitted to the voters. Wicomico County's vote was 2,121 against and 556 for the proposal. Dorchester voters likewise turned down the scheme. Talbot's vote was favorable, but only after impossible conditions had been attached to its approval. The result was that no help was to be obtained from any of the five counties.[19]

On March 9, 1894 the Choptank Steamboat Company was sold to the B. & E. S., followed on July 18 by the Eastern Shore Steamboat Company and the Maryland Steamboat Company.[20] The fact that the B. & E. S. was bankrupt didn't seem to matter. The Pennsylvania Railroad, increasingly in control of the Peninsula's rail system, was operating behind the scenes to eliminate any competition with its railroads from steamboat lines. On August 29, 1894 the assets of the Baltimore & Eastern Shore Railroad Company were purchased at public auction under mortgage foreclosure proceedings by John E. Searles, a Boston multi-millionaire, in conjunction with a bondholders' reorganization committee. The bid was $400,000 for the trackage, equipment, franchises, rights, and privileges of the railroad; this for a property which had cost nearly one and one-half million dollars in construction alone a few years before.[21]

FOOTNOTES

1. Truitt, p. 101.
2. Poor, p. 601.
3. Truitt, p. 102.
4. Mention of the *Daisey* is made on page 102 of Truitt's *Historic Salisbury, Maryland.* However, his reference to the *Gov. Jackson* as the first Wicomico & Pocomoke engine is incorrect as the *Salisbury Advertiser* of October 5, 1889 records delivery of that locomotive to the Baltimore & Eastern Shore Railroad.
5. Abdill, p. 117.
6. A tradition in Talbot County has it that the Baltimore & Eastern Shore Railroad was originally to run to Lowe's Wharf, near Haddaway's Ferry on the old post route to Baltimore.
7. Truitt, p. 103.
8. *Poor's Manual* for 1890. p. 164. In *United States Reports,* Volume 203, p. 115, concerning the case of Wicomico County Commissioners v. Bankcroft, it is stated that the B. & E. S. purchased the Wicomico & Pocomoke in June of 1890.
9. *Ibid.,* p. 164.
10. This information comes from articles in the Cambridge *Democrat and News* of the period.
11. Truitt and Volume 203, page 115 of *United States Reports* give dates in 1891 for completion of the road, while *Poor's Manual* gives December 1, 1890. However, the *Salisbury Advertiser* of the period gives this date and must be relied upon.
12. *Railway Age Gazette,* December 12, 1890.
13. In an interview with Mr. Richard L. Moore for a feature in the *Baltimore Sun* of June 12, 1949, Mr. Purnell J. McBriety, a former employee of the B.&E.S., recalled the names of the company's locomotives as

Seaside, Theophilus Tunis, E. S. Jackson, J. S. Risker, and *T. Alec. Seth.* However, the *Salisbury Advertiser* of October 5, 1889 mentions delivery of the *Gov. Jackson.* Also, J. S. Ricker was a major creditor of the B.&E.S. and later became a director of the B.C.&A. The "Seth" was probably in actuality named for Gen. Joseph B. Seth, although "T. Alec" may have been a relative.

14. The *Salisbury Times,* January 8, 1962.
15. Burgess, *Chesapeake Circle,* p. 46.
16. Truitt, p. 103.
17. The Cambridge *Democrat and News,* July 5, 1890.
18. *Poor's Manual* for 1893, p. 43.
19. Truitt, p. 104.
20. Burgess and Wood, p. 83.
21. Truitt, p. 105.

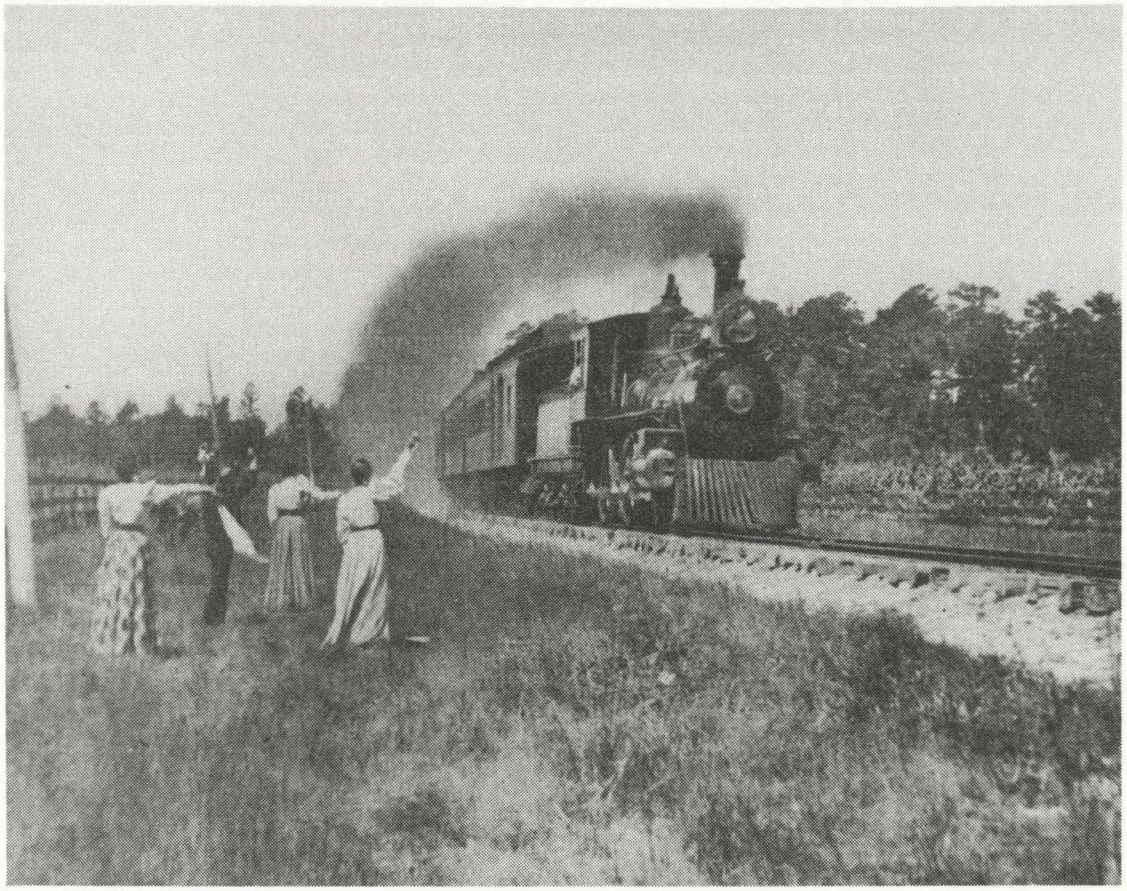
CHAPTER XIII

Black Cinders and Ashes

A new company was organized under the laws of Maryland on September 1, 1894 and called the Baltimore, Chesapeake and Atlantic Railway.[1] On October 20, 1894, transfer of the holdings of the Baltimore & Eastern Shore Railroad to the B. C. & A. became effective.[2] The chief backers were closely allied with the Pennsylvania Railroad which, therefore, had much to say about its management and operation from that point on. John E. Searles became the first president of the company, while Capt. Thomson was appointed its general manager and later also served as vice president, a position he held until his death in 1917.[3]

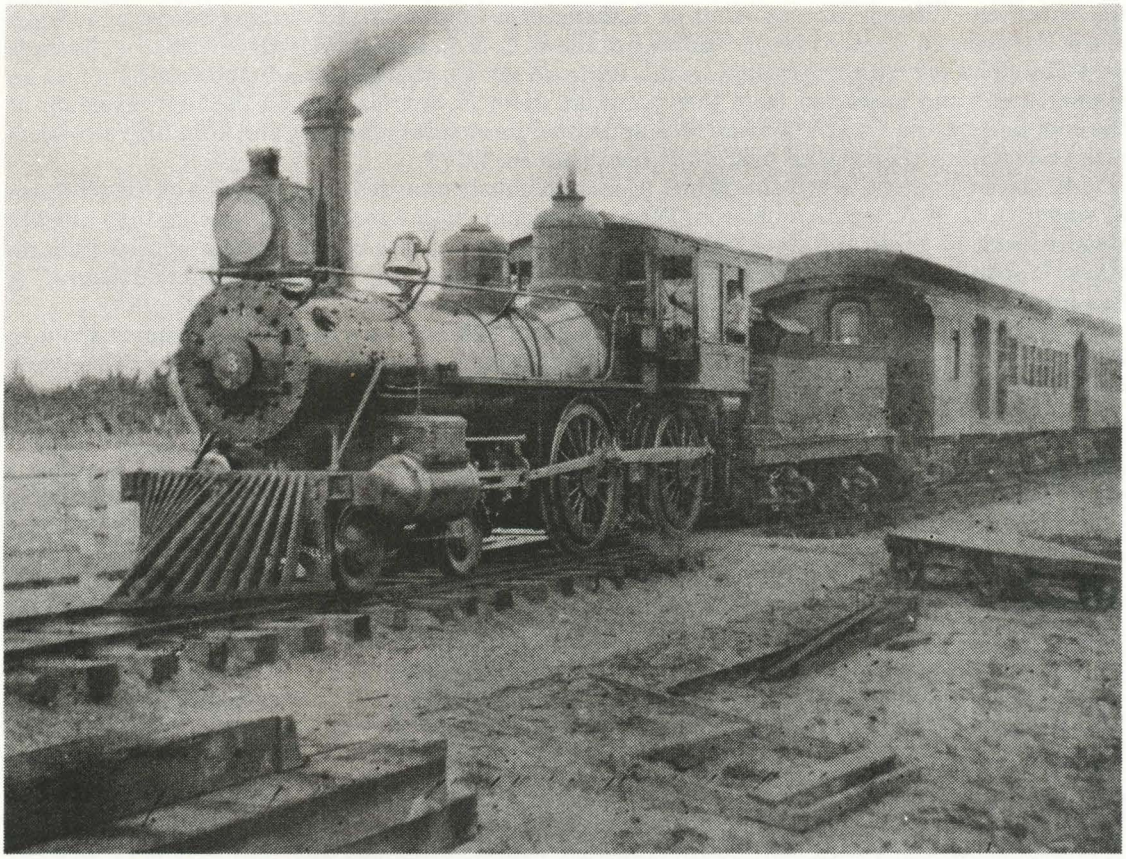
At stations up and down the Shore, people anxiously crowded near the edge of the platform to watch B. C. & A. trains approach. When the steam engine roared in, however, they quickly stepped back to avoid the thick black smoke and spray of fine cinders which poured from its stack. It soon became popular to refer to the new railroad as the "Black Cinders and Ashes." A less-frequently applied nickname was "Before Christ and After."

For reasons hard to describe, the "old B. C. & A." has acquired a singular romance about it. The railroad traversed the Eastern Shore's rich farmland, crossed many of its beautiful rivers, and included many of its picturesque towns along the route. The prospects for the road were



The *Baltimore Flyer* gets a wave as she roars by Royal Oak, Maryland about 1895. (H. Robins Hollyday)

indeed good and its early years were prosperous. From the beginning it was a flourishing operation and it became a second main line for the Peninsula. However, it never acquired an all-business attitude. Perhaps this is why the line is so well loved. With the resort of Ocean City at the end of its line, a major portion of its business was carrying families on pleasant outings to the beach and this gave it an almost holiday atmosphere.



B. C. & A. Ry. locomotive No. 8 is brand new and has the *Baltimore Flyer* rolling as she passes the station of Royal Oak circa 1895. (H. Robins Hollyday)

Of course, the B. C. & A. was a year-round railroad. At least two passenger and two freight schedules were operated in each direction daily over the line. However, the busy summer season brought a flood of vacationers on their way toward Ocean City and the movement of the great abundance of local produce to market. To handle this influx the B. C. & A. operated a galaxy of trains. Excursions originated at points all over the Mid-Atlantic region and borrowed the B. C. & A. tracks into Ocean City. Newspaper accounts report double-headed trains of as many as 17 cars operated by the B. C. & A. into the resort. Over the long winter months every piece of equipment went through the shop. Engines were put in first class running order. The passenger cars were completely refurbished and repainted. By May, everything was ready to go non-stop through the hectic summer months. Employees who had joined the shop forced during the winter went back out on the road.

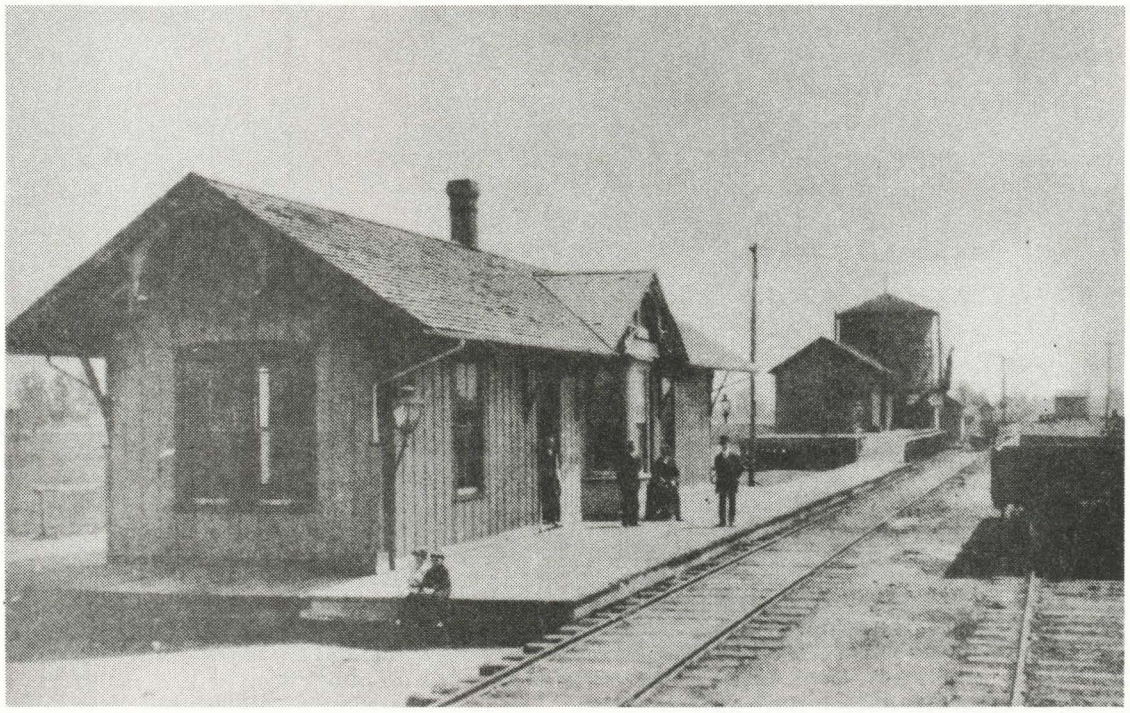
The crack express train of the line sped passengers from Claiborne to Ocean City in just over two hours, including stops at Easton and Salisbury. During the World War I period this service was operated for a time without any scheduled intermediate stops. The *Baltimore Flyer,* as the train was known, has left quite an impression on those who saw her roar by a better than

sixty miles an hour and heard her whistle scream. An important link in the company's transportation system was, of course, the Claiborne to Baltimore steamer connection. The chartered vessel *Tangier* had been on this route for the receiver of the Baltimore & Eastern Shore Railroad, but the B. C. & A. placed the well-known *Cambridge* on the run. She was to ply this route, connecting the Eastern and Western Shores and meeting the *Flyer,* for the next three decades with help from the *Tred Avon* at peak periods.

The B. C. & A. was unquestionably a success. Traffic along the railroad continued to improve due to its strategic route and the vitality of the area it served. Looking at what was obviously an excellent investment, the Pennsylvania Railroad acquired a controlling interest in the company in 1902, although it continued under its own organization.[4]

The B. C. & A. was forced to shoulder the burden of the newly formed Maryland, Delaware and Virginia Railway, which was also a part of the Pennsylvania System. This affiliation came in later years to spell the doom of the B. C. & A. as an independent railroad, for the upper Shore line was a chronic money-loser and the parent company's treasury was unable to meet its annual deficit. Although they were separate corporate entities, the M. D. & V. and B. C. & A. shared the same upper-level management. Mr. Charles J. Truitt, once employed by the B. C. & A. in the office of the division freight and passenger agent, recalls that the M. D. & V. was operated directly from the company's offices in Salisbury and that he saw all of its reports being processed there.

Meanwhile, since 1899 the B. C. & A. had been involved with Wicomico County in litigation over the assessment of its real property located within the county. The railroad company contended that it should be exempt from taxation on its real estate and fixed physical property which had not been assessed prior to 1899 due to a provision in its charter which exempted it from state and local taxes for a period of thirty years after its completion. In 1899 the state called for a re-assessment of all railroad properties. In that and each successive year, the county listed the properties only to meet with the company's refusal to pay the taxes. The Maryland Court of Appeals ruled that the taxes were assessable, but the company secured an injunction

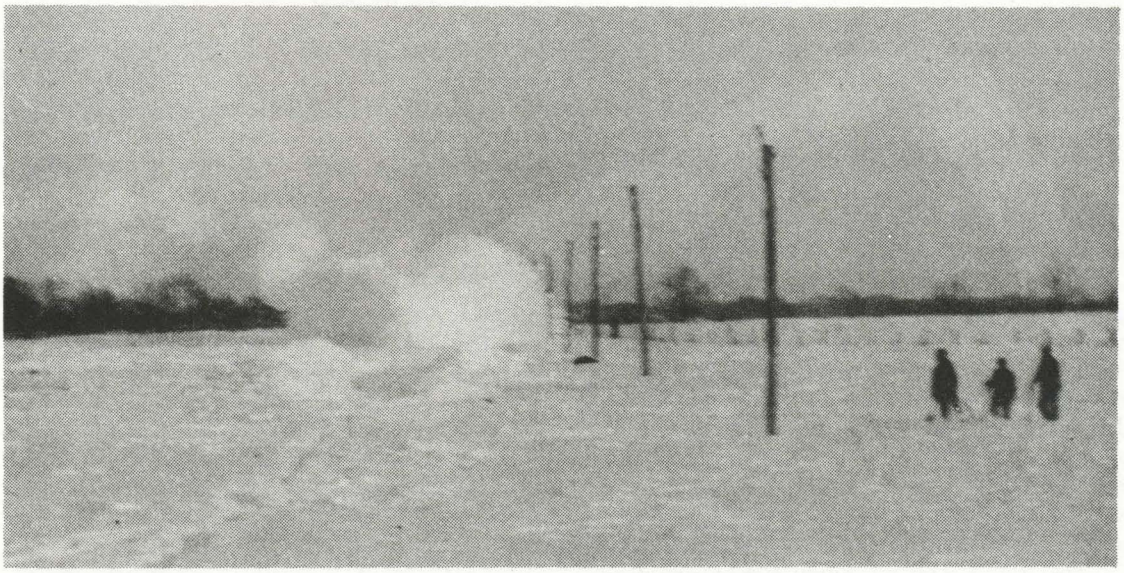


Typical of the large ornate wooden stations built by the predecessor Baltimore & Eastern Shore Railroad was this one on the B. C. & A. at Easton. (H. Robins Hollyday)

The "shovel brigade" trudges through the snow while on a snow clearing expedition during the blizzard of 1899. This and the two photographs following were taken just east of Easton, Maryland. (H. Robins Hollyday)

from the U. S. District Court which restrained the county from forcing payment. The case was finally taken to the United States Supreme Court which rendered a decision in 1906 that the 1899 act constituted a repeal of the charter provision and that the county was entitled to its taxes. This came as quite a blow to the railroad for it now had to pay the accumulation of six years of taxes to Wicomico, as well as to the other counties through which its right-of-way passed.

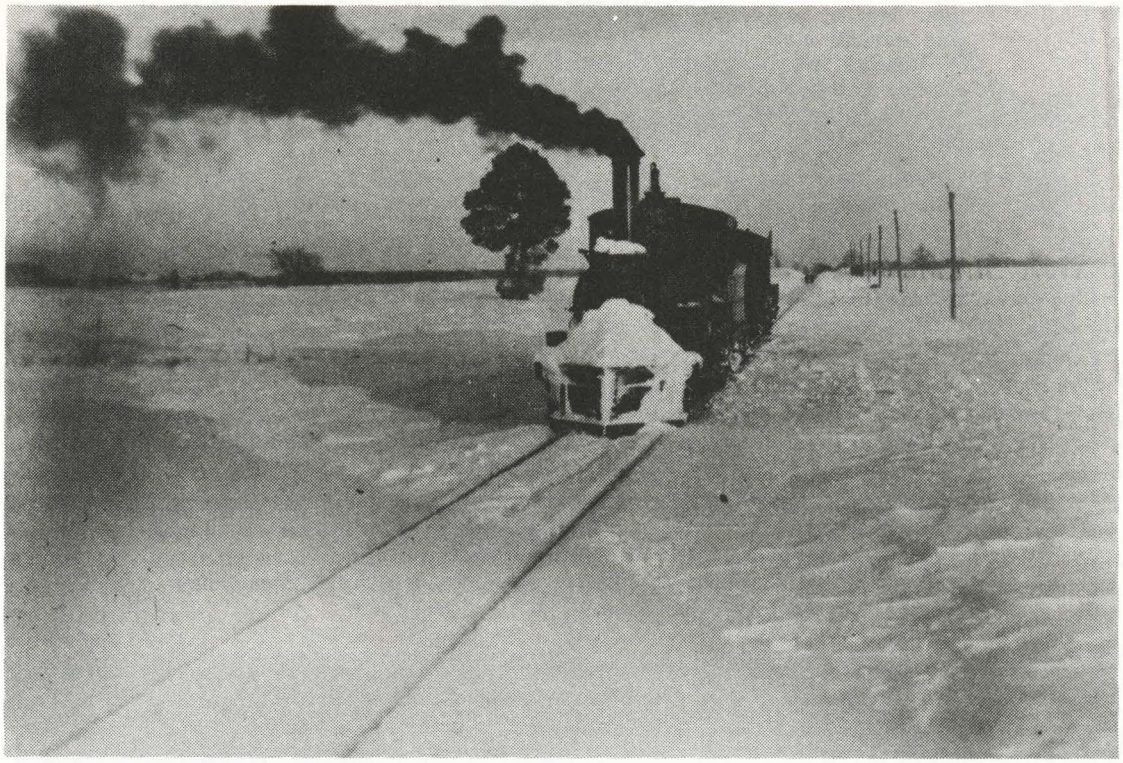
At one time Baltimore City attempted to collect a tax from the road on its rolling stock, claiming that the company was operated from Baltimore. Wicomico County successfully



The engine of the plow train backs up and runs at full throttle into a deep drift in an effort to break through. (H. Robins Hollyday)

contested Baltimore's contention by producing the company's original charter, which required that the general offices be established at some point along its railroad line. These offices had been located in Salisbury since 1891 and, therefore, the legal residence was in that city.[5]

The company's headquarters, along with the railroad's shops and main yards, were located in Salisbury between Division Street and the New York, Philadelphia & Norfolk Railroad junction. The passenger station, a two-story brown frame structure with the line's offices upstairs, stood on the south side of the yard at the Division Street crossing. The turntable and large shop building, which served four tracks, were on the other side of the B. C. & A. main line.



One of the company's new Baldwin engines is working hard to reopen service. Since the rails in front of us are clear, it looks like she's backing up to get ready for another charge. (H. Robins Hollyday)

In its annual reports, the company always listed its line as running from Claiborne to Ocean City with a branch of 0.6 miles from Salisbury to Fulton. This was in reference to the branch which ran along Mill Street and was a part of the original main line of the Wicomico & Pocomoke Railroad. Fulton Station was the freight house at the end of the branch, near Main Street. This was quite a thriving commercial area and switching crews often spent as long as three hours each day spotting cars along the line. Later there was still another spur constructed on the other side of the Wicomico River, running through the cranberry bogs and along Fitzwater Street to include more of the harbor area. Byrd Siding, on the western outskirts of town, became a major shipping point for local produce and the West Main Street crossing was a separate stop for B. C. & A. passenger trains for many years.

In 1911 it was announced that Salisbury would finally have a Union Station.[6] The local newspapers had complained loud and long that the two stations then in use did not befit a town the size of Salisbury. The cornerstone of the very large and beautiful new building was laid in 1913 and the structure was completed the next year. Mr. Rollie W. Hastings, ticket agent at

Salisbury, Maryland, Saturday, July 12, 1902.

A BRAKEMAN BADLY INJURED.

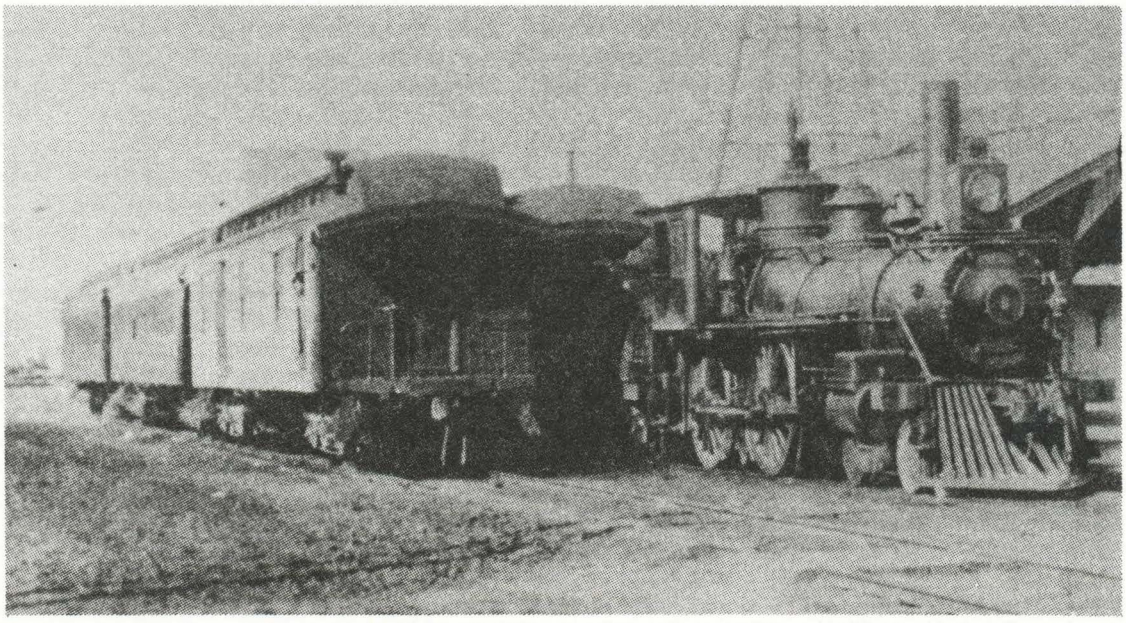
Willard Hayman Knocked out of a B. C. & A. Ry. Baggage Car by a Mail Crane.

Willard Hayman, brakeman on train No. 10, the west-bound Baltimore express on the B. C. & A. Ry., was knocked out of the baggage car Wednesday afternoon at Ellwood station, Dorchester county, near Preston, by a mail crane and seriously injured. He was taken to Easton and was sent to the Peninsula General Hospital at Salisbury Thursday morning where his injuries were given the necessary attention. Two of his ribs were broken, his head was badly cut and he was injured internally, the extent of which cannot as yet be determined.

The train was running about 50 miles per hour at the time the accident occurred. Hayman was pitching out the mail bag and, being afraid it fell under the train, looked out to see. As he leaned out of the baggage car door the arm of the mail crane, upon which was hung a mail bag to be caught by the train, struck him on the head and knocked him out of the door. He whirled through the air and was seen by the baggage master, who pulled the whistle cord to stop. A curious fact is that he did not lose consciousness at any time. It is anticipated that he will recover.

—The steamer "Cambridge" of the B. C. & A. Ry was blown ashore near Claiborne Sunday night and stuck hard and fast in the mud. The one hundred and thirty passengers on board stayed on the boat all night with the exception of about twenty who lived between Claiborne and Easton, who were sent home on an extra train about midnight. The "Tred Avon" came down from Baltimore on the regular schedule Monday morning and took the stranded people to their destination. The Cambridge was pulled off on Monday and resumed her trips Tuesday morning. A number of Salisbury people were on board.

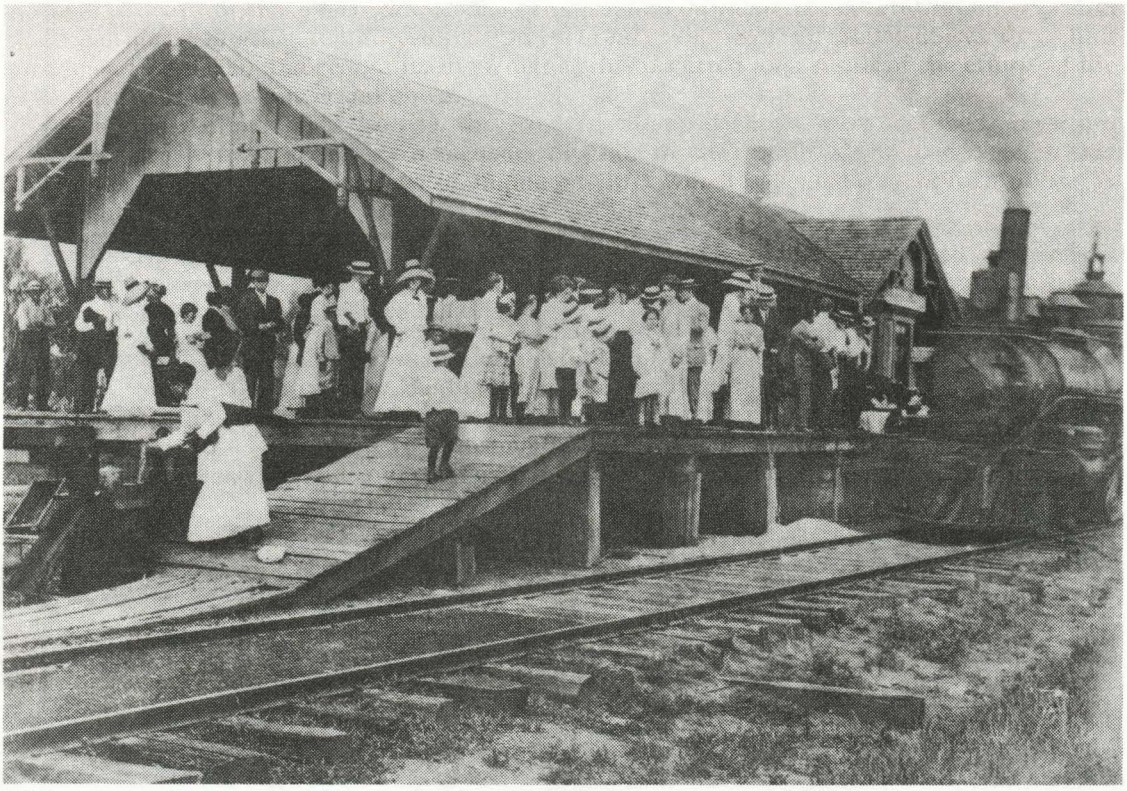
Interesting events recorded in *The Courier*. More than once the residents of Claiborne awoke to find the *Cambridge* towering out of the water — hard aground. Mr. Hayman, the author's great uncle, recovered from his injuries and spent 25 more years on the B.C.&A., advancing to the rank of conductor.



B. C. & A. No. 6, possibly an old P. R. R. D2, stands at Ocean City station in 1903. (William H. Purnell)

This map was widely distributed by the B. C. & A. and M. D. & V. It shows the extensive rail and water routes that were operated by the two companies in 1906. (Author's Collection)

Union Station and later mayor of Salisbury, recalls that there was not much fanfare when he picked up the cashbox and walked over to the new station. The first ticket sold therein was to a Mr. Morris for a trip to Princess Anne. Ironically, Mr. Hastings sold the last ticket in the historic building when the Pennsylvania Railroad discontinued passenger service in 1958. In his diary Mr. Hastings kept incredibly detailed accounts of what was happening along the railroad. The entry for July 21, 1927, for instance, reads "Sunday Schools (4 Churches) to Ocean City this date 311 Persons." On Saturday, July 23, 1927, Mr. Hastings notes that "BC&A train



A large excursion day crowd is on hand at Mardela Springs about 1907 awaiting conveyance to Ocean City. Locomotive No. 5 is just entering the picture. (H. Robins Hollyday)

#6 did not wait for 458 due to #458 reported reaching Salisbury 8:10 am delay due to Military Movement from Crisfield and Pocomoke to Summer Camp at Buena Vista Md, all Mail & Baggage forwarded on #10." Mr. Hastings also recalls some excitement which occurred on June 26, 1915 when the old shops burned. Mr. William T. Smith of Salisbury, the last surviving B. C. & A. fireman, also recalls the event. He had just left the building when he saw smoke rising and called to an engineer, "The shop's afire. Come on and we'll pull those cars out." They quickly mounted a locomotive and managed to rescue some cars from the burning building before the flames became too intense. A coach and a couple of freight cars were lost in the blaze. The B. C. & A. built a small two-track shed on the same site which served until a permanent facility could be built. Mr. Grover Bennett of Salisbury, a former B. C. & A. shop worker, remembers that they moved into the new building on July 5, 1917.

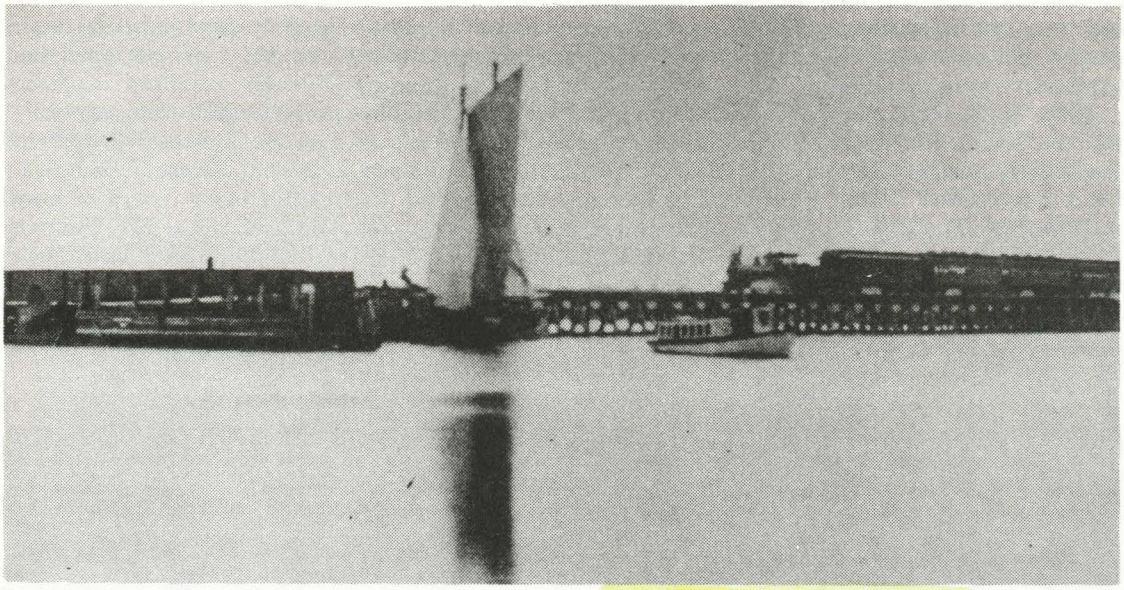
The new shops were very up-to-date for the time. A cupola ran the length of the roof, providing good lighting and ventilation. The modern machinery with which it was equipped included a hydraulic jack which could lift a locomotive off the rails so that its wheels could be removed. The locomotive side had a capacity of three engines, while the car side of the building could accommodate eight pieces of rolling stock. The structure was located in the center of the

existing wye near Naylor Street. The branch of the wye opposite the main line led to an interchange yard with the N. Y. P. & N. This, incidentally, had replaced an earlier interchange known as Disharoon's Siding, which was thereafter relegated to use as a storage track for equipment awaiting repair.

The B. C. & A. had an interesting assortment of motive power which was carefully maintained in those shops. Mr. Smith remembers each and every one, his knowledge the product of long summers of firing them over the line. Numbers 1, 2, and 3 were built by the Rome Locomotive Works and came to the road secondhand. Even after many years of hard work on the B. C. & A., the aging engines failed to show any signs of wear. Mr. Bennett speculates that perhaps this is why the Rome Works went out of business; they built their machines so well that they never needed to be replaced. After long service on the road old No. 1 was again sold. This time it was to a line down south and she was last seen headed in that direction on the N. Y. P. & N. with a one-hundred car train. Old Numbers 4 and 5 were identical. No. 6 appears to have been an old P. R. R. class D2 locomotive.

No. 10 is bringing her train to a halt at Berlin Union Station circa 1909. (Anthony H. Purnell)

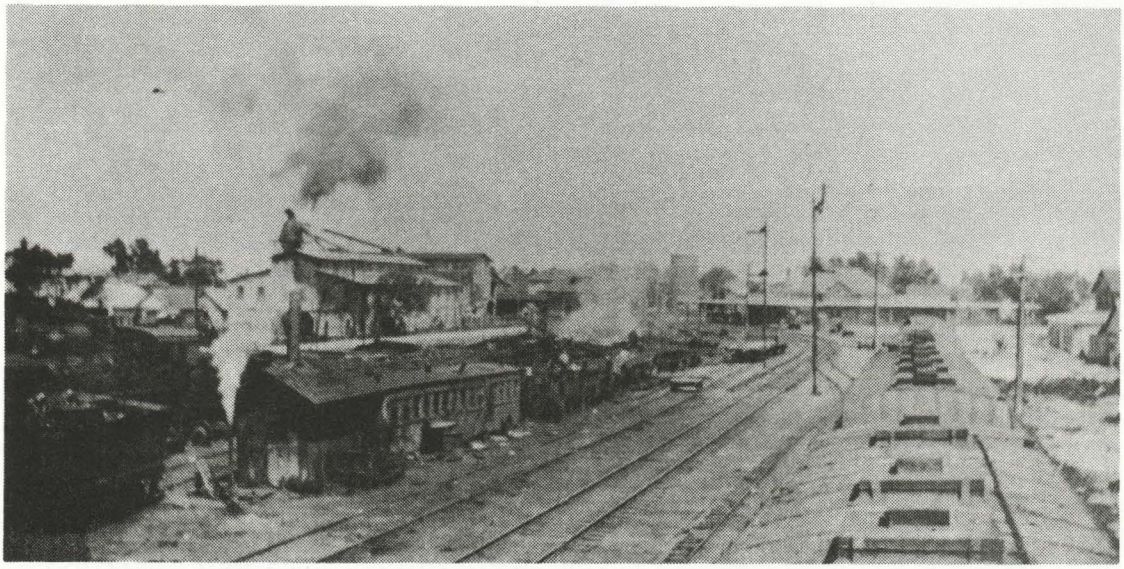
The only two brand new engines that the B. C. & A. ever bought were numbers 8 and 9. They were identical Baldwin 4-4-0's. No. 8 was outshopped in April of 1895, at a cost of $7,250 according to the railroad company's first annual report, and No. 9 in May of 1898. No. 9 had a reputation for being hard to fire and for fighting every inch of the way. No. 8, on the other hand, was worth her weight in gold. She was the pride of the line in those early years, generally found hauling the *Flyer* and always the choice to pull a superintendent's special. Although a fast engine, No. 8 was not particularly noted for her pulling power. When she handled excursion trains over the Delaware & Chesapeake Railway, there was a stiff grade, stiff by Eastern Shore standards, that is, just north of Easton which often forced her to make several assaults before



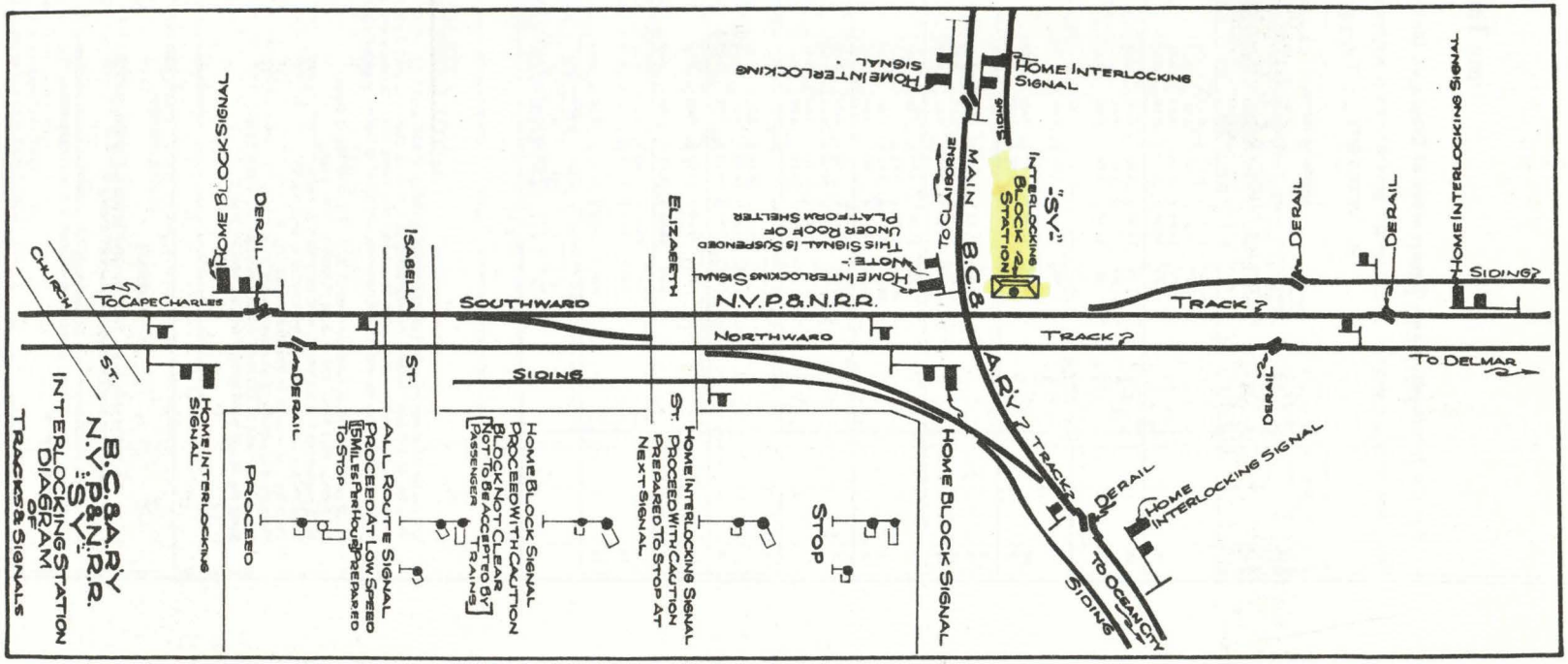
In an attempt to make it through the swing span at Vienna before it closed, the schooner *"Whitehead"* has struck the bridge. A train is waiting for the power boat to pull her off. The incident occurred about 1915. (The Dorchester County Public Library, Cambridge, Maryland)

cresting the hill. Old No. 9 was finally cut up and her boiler used to generate steam in the Naylor Street shops, while her sister engine, No. 8, was used for the same purpose at the Love Point shops of the Maryland, Delaware & Virginia Railway.

Numbers 10 and 11 were another matching pair. In their last years, these two veterans were badly worn and in no condition to go out on the road. However, even after they had been replaced in the roster by newer engines, each had an "A" placed beside her number and was stored in a corner of the yard. Then, during the summer, when every other engine might often be pressed into service, at least 10A and 11A were available to push cars around in the yard.



The ruins of the B. C. & A. Ry. shops in Salisbury were still smouldering when this photograph was made after they were destroyed by fire on June 26, 1915. (William T. Smith)



This diagram of the interlocking plant at SY Tower in Salisbury was issued to employees of the B.C.&A. and N.Y.P.&N. about 1915. (William T. Smith)

BALTIMORE, CHESAPEAKE & AT

RAILWAY

Time Table No. 1. In Effect 1.00 A.M.

For the Information and Government of Employes Only

EASTWARD

Minutes between stations for freight trains.	Freight Trains		PASSENGER TRAINS																Capacity of freight siding.	Distance from Claiborne.	Stations and Sidings
					First Class 11 Le. SUN. ONLY.	First Class 17 Le. SUN. ONLY.	First Class 19 Le. SUN. ONLY.	First Class 9 Le. DAILY Ex. SUN.	First Class 7 Le. DAILY Ex. SUN.	First Class 5 Le. DAILY Ex. SUN.	First Class 3 Le. DAILY Ex. SUN.	First Class 1 Le. DAILY Ex. SUN.			
					A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	A. M.	A. M.			
													CARS	MILES	
.....	.....	.....	.....	.....	s 10.55	s 10.50	s 8.00	s 5.58	s 5.50	.....	s **9.49**	s 7.00	40	.....	.....CLAIBORNE.....
.....	.....	.....	.....	.....	10.57	10.52	8.02	6.01	5.53	.....	**9.52**	7.02	.....	.96	.....C D BLOCK STATION...
.....	.....	.....	.....	.....	s 11.01	10.54	F 8.06	s 6.07	5.55	.....	s 9.56	s 7.06	33	1.93	.....McDANIEL.....
15	.....	.....	.....	.....	s 11.08	10.58	s 8.12	s 6.16	6.01	.....	s 10.03	s 7.13	25	4.72	.....ST. MICHAELS.....
12	.....	.....	.....	.....	F 11.16	11.04	F 8.20	s **6.26**	6.08	.....	F 10.11	F 7.21	25	8.58	.....ROYAL OAK.....
.....	.....	.....	.....	.....	F 11.20	.....	F 8.23	F 6.31	.....	.....	B 10.14	F 7.26	.....	10.43	.....KIRKHAM.....
.....	.....	.....	.....	.....	F 11.25	11.10	F 8.28	F 6.36	**6.16**	.....	B 10.18	F 7.30	10	12.51	.....BLOOMFIELD.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6	14.18	.....TRED AVON.....
18	.....	.....	.....	.....	s 11.34	11.14	s 8.37	s 6.46	s 6.22	.....	s 10.26	s 7.38	45	15.05	.....EASTON.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8	18.69	.....TURNERS.....
20	.....	.....	.....	.....	C 11.49	11.28	F 8.52	F 7.02	6.36	.....	F 10.42	F 7.54	15	22.21	.....BETHLEHEM.....
9	.....	.....	.....	.....	C 11.50	11.33	s 8.59	s 7.09	6.41	.....	s 10.49	s 8.01	20	25.31	.....PRESTON.....
5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6	26.49	.....LINCHESTER.....
3	.....	.....	.....	.....	C 12.00	11.36	F 9.03	F 7.13	6.44	.....	B 10.53	F 8.06	21	27.37	.....ELLWOOD.....
10	.....	.....	.....	.....	s 12.09	11.42	s 9.12	s **7.23**	Y 6.52	.....	sAr 11.00 Ls 11.04	s 8.15	40	31.22	.....HURLOCK.....
11	.....	.....	.....	.....	C 12.17	11.48	F 9.21	F 7.32	**6.59**	.....	B 11.12	F **8.25**	30	35.44	.....RHODESDALE.....
.....	.....	.....	.....	.....	C 12.23	11.53	F 9.27	F 7.38	7.04	.....	B 11.18	F 8.33	15	38.55	.....REID'S GROVE.....
17	.....	.....	.....	.....	s 12.31	12.00	s 9.35	s 7.47	7.11	.....	s 11.27	s(A) **8.47**	22	42.00	.....VIENNA.....
12	.....	.....	.....	.....	C 12.40	12.07	s 9.44	s 7.56	7.19	.....	s 11.36	s 8.56	37	45.90	.....MARDELA SPRINGS...
12	.....	.....	.....	.....	C 12.49	12.15	s 9.53	s 8.06	7.27	.....	s 11.45	s 9.06	22	50.66	.....HEBRON.....
6	.....	.....	.....	.....	C 12.52	12.18	F 9.56	F 8.09	7.30	.....	B 11.48	F 9.09	9	52.63	.....ROCK-A-WALKIN.....
.....	.....	.....	.....	.....	C 12.57	12.23	F 10.02	F 8.15	7.35	.....	B 11.54	F 9.15	28	56.09	..... BYRDS .....
11	.....	.....	.....	.....	s 1.06	12.26	s 10.10	s 8.28	s 7.41	s 2.07	sAr 11.57 Ls 12.05	s 9.25	60	56.98	.....SALISBURY .....
.....	.....	.....	.....	.....	1.07	12.27	10.11	8.29	7.42	2.09	12.06	9.27	.....	58.18	.....S. A. BLOCK STATION.
5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8	59.28	.....PHILLIPS.....
.....	.....	.....	.....	.....	B 1.14	12.33	F 10.19	F 8.37	7.49	F 2.17	B 12.14	F 9.35	16	61.95	.....WALSTONS.....
10	.....	.....	.....	.....	B 1.17	12.36	F 10.23	F 8.41	7.52	F 2.22	B 12.18	F 9.40	15	64.02	.....PARSONSBURG.....
8	.....	.....	.....	.....	B 1.22	12.41	s 10.29	F 8.47	7.57	s 2.29	B 12.25	s 9.47	26	67.09	.....PITTSVILLE.....
10	.....	.....	.....	.....	B 1.28	12.46	F 10.36	F 8.54	8.03	s 2.37	B **12.32**	s 9.54	25	70.80	.....WILLARDS.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	71.60	.....NEW HOPE.....
5	.....	.....	.....	.....	B 1.32	12.50	s 10.41	F 8.59	8.07	F 2.42	B 12.37	s 9.59	20	73.09	.....WHALEYVILLE.....
.....	.....	.....	.....	.....	B 1.37	12.55	F 10.48	F 9.05	8.12	F 2.49	B 12.43	F 10.06	20	76.56	.....ST. MARTINS.....
18	.....	.....	.....	.....	s 1.46	1.00	s 10.57	s 9.13	s 8.18	s 3.02	sAr 12.50 Ls 12.57	s 10.16	25	79.82	.....BERLIN.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7	83.47	.....HOLLY GROVE.....
18	.....	.....	.....	.....	s 2.00	s 1.12	s 11.11	s 9.27	s 8.32	s 3.18	s 1.11	s 10.30	65	87.06	.....OCEAN CITY.....
					P. M.	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.			
					11 Ar. SUN. ONLY.	17 Ar. SUN. ONLY.	19 Ar. SUN. ONLY.	9 Ar. DAILY Ex. SUN.	7 Ar. DAILY Ex. SUN.	5 Ar. DAILY Ex. SUN.	3 Ar. DAILY Ex. SUN.	1 Ar. DAILY Ex. SUN.			

46 min

SPECIAL INSTRUCTIONS

(A)Train No. 12 meets train No. 1 at Vienna Passing Siding at **8.42** a. m.
Train No. 12 will take Claiborne Passing Siding at C D Block Station to meet Train No. 3 and will not leave there until Train No. 3 arrives.
No. 6 connects at Berlin with D. M. & V. train No. 544, North, and at Salisbury with N. Y. P. & N. train No. 44, North.
No. 3 connects at Hurlock with C. & S. train No. 737, South, at Salisbury with N. Y. P. & N. train, No. 43, South, and at Berlin with D. M. & V, No. 543, South.
No. 5 gets connection at Salisbury from N. Y. P. & N. train No. 47 South.
No. 5 connects at Berlin with D. M. & V. train No. 546, North.
No. 2 connects at Hurlock with C. & S. train No. 745, South.
Trains Nos. 7 and 9 are superior by direction to train No. 2.
Train No. 7 is superior by direction to train No. 10.
Train No. 3 is superior by direction to train No. 4.
Trains Nos. 7 and 12 will begin running Saturday, June 19th, 1915.
Train No. 18 will begin running Sunday, June 20, 1915.

NOTICES

No. 1—The clock in the Telegraph Office at Hurlock is Standard Time. Trainmen must compare their watches with it daily.

No. 2—Conductors and Enginemen MUST know that the drawbridges at Ocean City, Vienna, Choptank and Royal Oak are right before they attempt to cross.

Westward Trains are superior by direction in the opposite direction unless other

WILLARD THOMSON, General Manager

LANTIC RAILWAY COMPANY

DIVISION

, MONDAY, JUNE 14th, 1915

EASTERN TIME

WESTWARD

Distance from Point A	Miles	Distance between stations	Passenger Trains: First Class 6 Ar. DAILY Ex. SUN. A.M.	First Class 12 Ar. DAILY Ex. SUN. A.M.	First Class 4 Ar. DAILY Ex. SUN. P.M.	First Class 10 Ar. DAILY Ex. SUN. P.M.	First Class 2 Ar. DAILY Ex. SUN. P.M.	First Class 18 Ar. Tues. Thur. and Sun. P.M	First Class 14 Ar. SUN. ONLY. P.M.	First Class 8 Ar. SUN. ONLY. P.M.	First Class 20 Ar. SUN. ONLY. P.M.	Freight Trains		Minutes between stations for freight trains.	Telegraph signals.
MI'S 27.06	MILES .93		s 9.49	s 9.59		s 6.48	s 8.32		s 7.10	s 7.19	s 8.21			15	C
26.10	.97		9.45	9.52		6.44	8.28		7.06	7.15	8.17				CD
25.13	2.79		s 9.43	9.48		s 6.42	s 8.26		s 7.04	7.13	F 8.15				MD
22.34	3.86		s 9.36	9.44		s 6.36	s 8.20		s 6.56	7.08	s 8.09			12	SM
78.48	1.85		s 9.27	9.38		s 6.26	s 8.11		s 6.46	7.02	F 8.00			18	KY
76.63	2.06		F 9.22			B 6.20	F 8.07		X 6.40	6.58	F 7.56				
74.55	1.67		F 9.18	9.32		B 6.16	F 8.03		X 6.36	6.55	F 7.52				MF
72.88	0.87														
72.01	3.64		s 9.13	s 9.28		s 6.09	s 7.58		s 6.31	6.51	s 7.47			20	NY
68.37	3.52														
64.85	3.10		F 8.56	9.13		B 5.52	F 7.42		B 6.14	6.38	F 7.31			9	S
61.75	1.18		s 8.49	9.08		X 5.46	s 7.36		s 6.08	6.33	s 7.25			5	RN
60.57	0.88													3	
59.69	3.85		F 8.44	9.05		B 5.41	F 7.31		B 6.03	6.30	F 7.20			10	WD
55.84	4.22		s 8.36	8.59		s 5.34	Le 7.23 sAr 7.09		s 5.56	6.24	s 7.12			11	HU
51.62	3.11		F 8.25	8.52		B 5.24	F 6.59		B 5.46	6.15	F 7.02			17	HD
48.51	3.45		F 8.18	8.47		B 5.18	F 6.47		B 5.40	6.10	F 6.56				V
45.06	3.90		s 8.11 ⊗	8.41		B 5.12	s 6.39		B 5.34	6.04	F 6.49			12	VN
41.16	4.76		s 8.02	8.34		B 5.03	s 6.29		B 5.25	5.57	F 6.40			12	BC
36.40	1.97		s 7.58	8.26		B 4.54	s 6.19		B 5.16	5.50	F 6.31			6	BN
34.43	3.37		F 7.48	8.23		B 4.50	F 6.14		B 5.12	5.47	F 6.27			11	
31.06	.98		F 7.42	8.17		B 4.44	F 6.07		B 5.06	5.42	F 6.21				RD
30.08	2.20		Le 7.39 sAr 7.26	s. 8.15	s 1.04	s 4.41	s 6.04	s 11.30	s 5.03	5.40	s 6.18			5	DI
28.88	1.10		7.26	8.10	1.00	4.32	5.52	11.27	4.56	5.38	6.10				SA
27.78	2.67													10	
25.11	2.07		F 7.20	8.05	F 12.54	B 4.27	F 5.46	M 11.21	B 4.51	5.33	F 6.04				WO
23.04	3.07		F 7.16	8.02	F 12.49	B 4.24	F 5.42	M 11.17	B 4.48	5.30	F 6.01			8	RG
19.97	3.41		s 7.09	7.57	s 12.42	B 4.19	s 5.36	M 11.11	B 4.43	5.25	s 5.54			10	PI
16.56	1.10		s 7.01	7.52	s 12.32	B 4.14	s 5.28	M 11.04	B 4.38	5.20	s 5.47			5	Z
15.46	1.49														
13.97	3.47		s 6.55	7.48	F 12.20	B 4.10	s 5.22	M 10.59	B 4.34	5.16	s 5.41			18	W
10.50	3.26		F 6.47	7.43	F 12.12	B 4.05	F 5.15	M 10.52	B 4.29	5.11	F 5.34				MA
7.24	3.65		Le 6.40 s Ar 6.34	s 7.38	s 12.05	B 4.00	s 5.08	s 10.45	s 4.24	5.06	s 5.27			18	BR
3.59	3.59														
			s 6.20	s 7.25	s 11.40	s 3.45	s 4.50	s 10.30	s 4.10	s 4.55	s 5.10				OC
			A.M. 6 Le. DAILY Ex. SUN.	A.M. 12 Le. DAILY Ex. SUN.	A.M. 4 Le. DAILY Ex. SUN.	P.M. 10 Le. DAILY Ex. SUN.	P.M. 2 Le. DAILY Ex. SUN.	P.M. 18 Le. Tues. Thur. and Sun.	P.M. 14 Le. SUN. ONLY.	P.M. 8 Le. SUN. ONLY.	P.M. 20 Le. SUN. ONLY.				

CLAIBORNE STEAMER LINE

Eastward: 17 & 11 Le. SUN. ONLY. A.M.	7 & 9 Le. DAILY Ex. SUN. P.M.	3 Le. DAILY Ex. SUN. A.M.	Stations	Westward: 6 & 12 Ar. DAILY Ex. SUN. P.M.	10 Ar. DAILY Ex. SUN. P.M.	14 & 8 Ar. SUN. ONLY. P.M.
7.30	2.30	6.30	BALTIMORE	1.20	10.15	10.40
10.45	5.45	9.40	CLAIBORNE	10.05	7.00	7.25
A.M. Ar. SUN. ONLY.	P.M. Ar. DAILY Ex. SUN.	A.M. Ar. DAILY Ex. SUN.		A.M. Le. DAILY Ex. SUN.	P.M. Le. DAILY Ex. SUN.	P.M. Le. SUN. ONLY.

train

to trains of same class
wise specified.

ABBREVIATIONS

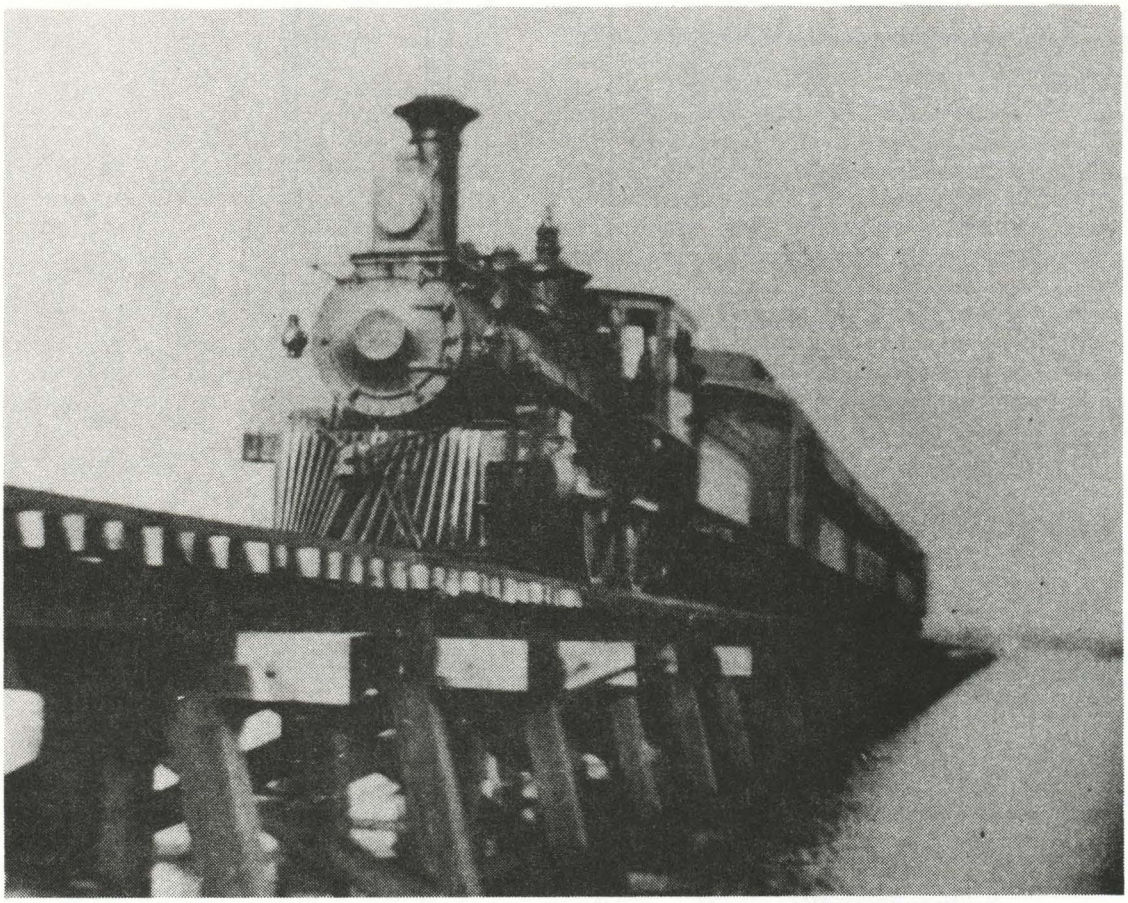
- S Regular Stop.
- F Stop on signal to receive or discharge passengers.
- C Stop to let off passengers from Baltimore or take on passengers for Ocean City.
- B Stop on signal to receive or discharge Baltimore passengers.
- X Stop on signal to receive or discharge passengers for regular stops or Baltimore.
- Y Stop to let off passengers from Baltimore or Easton.
- M Stop to let off passengers from Ocean City.

W. U. POLK, Superintendent

(William T. Smith)

Old No. 12 was the last engine that the B. C. & A. acquired before its roster became totally filled with Pennsy power.

The B. C. & A. was a tribute to the "American Standard" type of locomotive, every one of its engines was a 4-4-0. The little B. C. & A. engines were not big, powerful, or modern by any means. It is stated as fact that on many occasions, as people stepped down from a P. R. R. train at Union Station in Salisbury, that they actually laughed out loud upon seeing the tiny locomotive which was expected to haul them to Ocean City. However, those little engines, many

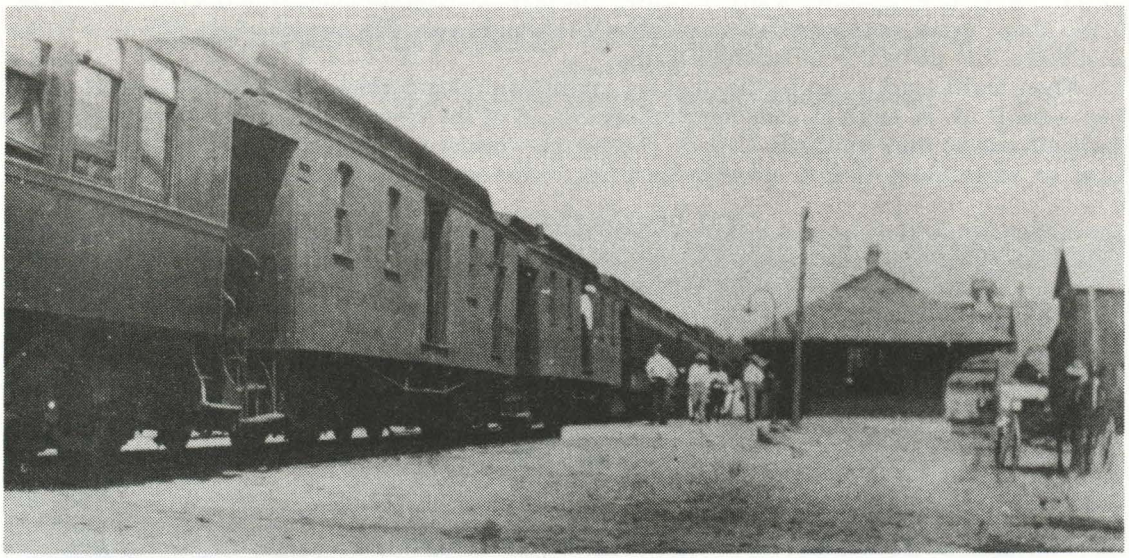


B. C. & A. No. 12 is wheeling her train across Dover Bridge. (H. Robins Hollyday)

of them wood-burners later converted to coal, managed to keep the railroad running for quite a few years. There were some real antiques on the property, too, as H. Robins Hollyday of Easton recalls. Mr. Hollyday has a life-long interest in the B. C. & A. and as a boy spent much time down at the station. Once, when no one was looking, he climbed aboard one of the engines and remembers that the builder's plate gave the date "1871."

An interesting piece of information concerning the venerable *Seaside* is contained in the following article from *The Courier* of December 30, 1899:

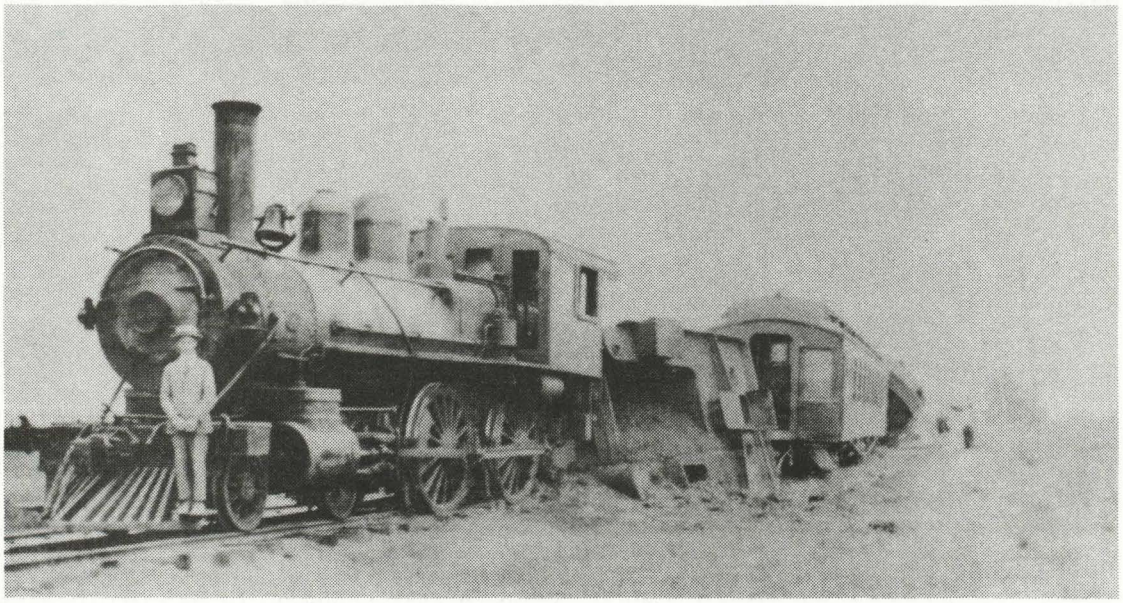
> Engine No. 4 of the B. C. and A. Ry., which was, previous to being converted into a coal burner, the wood burner "Seaside" of the W. & P. R. R., was sold this week to a dealer in Atlanta, Ga., and was shipped to that point Tuesday, Dec. 26th. The old engine, which was at one time the pride of the W. & P. R. R., running for many years



Station stop at Hebron on a summer day about 1916. (Walter C. Thurston)

under the charge of Mr. F. Ridings and Morgan Warren, will be used on a logging road in Georgia and Alabama.

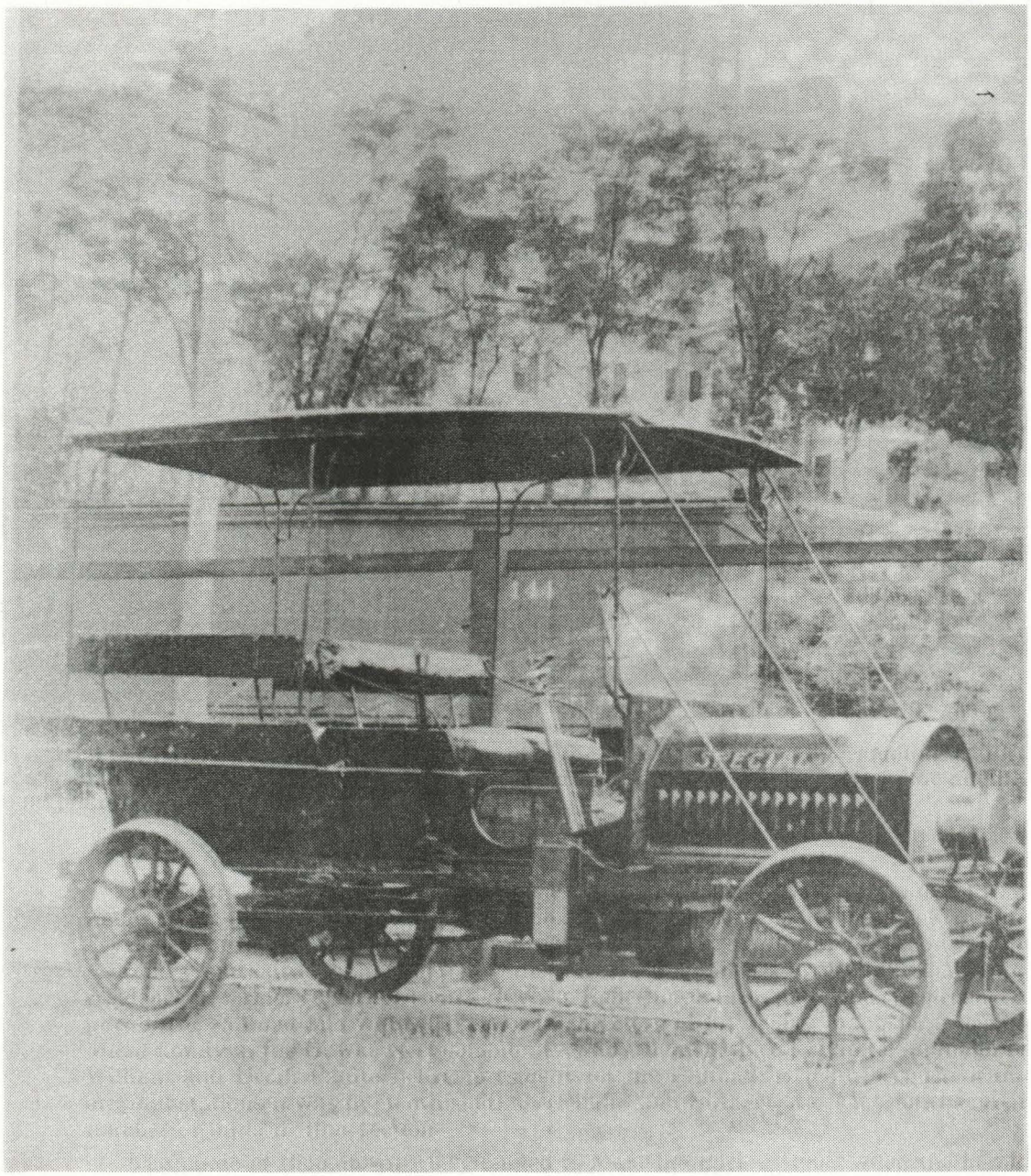
Under P. R. R. control the B. C. & A. received nothing but secondhand Pennsylvania equipment, primarily class D13 locomotives. The D13 was considered ideal for the operating conditions of the B. C. & A. As they were superseded by more modern engines on the first class runs of the Pennsylvania Railroad, they were sent to lines with shorter hauls and lighter loads. Usually one or two locomotives of this class were purchased each year at the price of $500 each



William Sharpley, the B. C. & A.'s trainmaster, poses on the pilot of No. 13 at the scene of the wreck of the *Baltimore Flyer* at St. Michaels on August 3, 1918. The company's old parlor car is on the ground just behind the overturned tender. The fireman aboard the train was John Bennett and the brakeman was Willard Hayman. (William T. Smith)

until the B. C. & A. operated a sizeable fleet. The last two engines to come to the B. C. & A. were D16's, there being no more D13's available. Although able engines, the high-drivered D16's sometimes had difficulty in starting trains.

When traffic picked up in the summer, additional locomotives were often leased. Usually they were P. R. R. engines, but one summer No. 14 of the New York, Philadelphia & Norfolk Railroad was at work on the B. C. & A. The old ten-wheeler was just rusting away up at Delmar Yard, so, when the B. C. & A. asked to lease her for the season, her owners were happy to oblige.



This somewhat unusual machine is believed to have been a Buick, converted by the B. C. & A. for use as an inspection car. The photograph appears to have been taken near the end of the Mill Street Branch. (Walter C. Thurston)

Baltimore, Chesapeake & Atlantic Railway Company

(RAILWAY DIVISION)

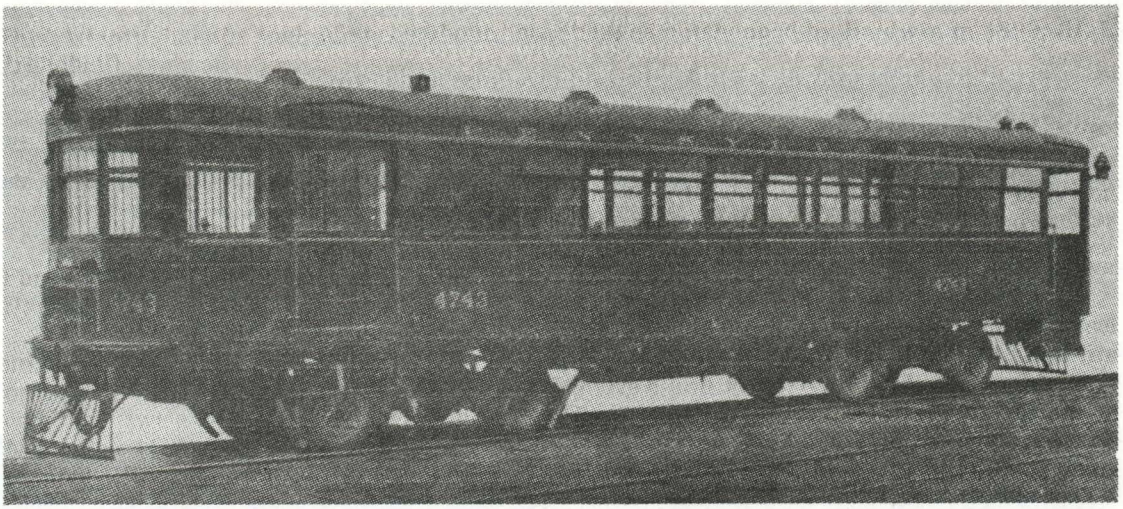
OFFICE OF DIVISION FREIGHT AND PASSENGER AGENT

I. E. JONES,
DIV. FRT. AND PASS. AGT.

SALISBURY, MD.,

IN REPLY PLEASE REFER TO FILE NO

(Daniel E. Withey)



This is the builder's photo of one of five identical gasoline rail motor cars built for the Pennsylvania Railroad by the J. G. Brill Company in 1923. Whether or not this is the one that came to the B. C. & A. is uncertain. (H. Robins Hollyday)

She was a lazy engine, but the road needed all the power it could get during the busy summer months. Incidentally, N. Y. P. N. No. 14 wound up her career as No. 7 of the Chesapeake Beach Railway over on the Western Shore.

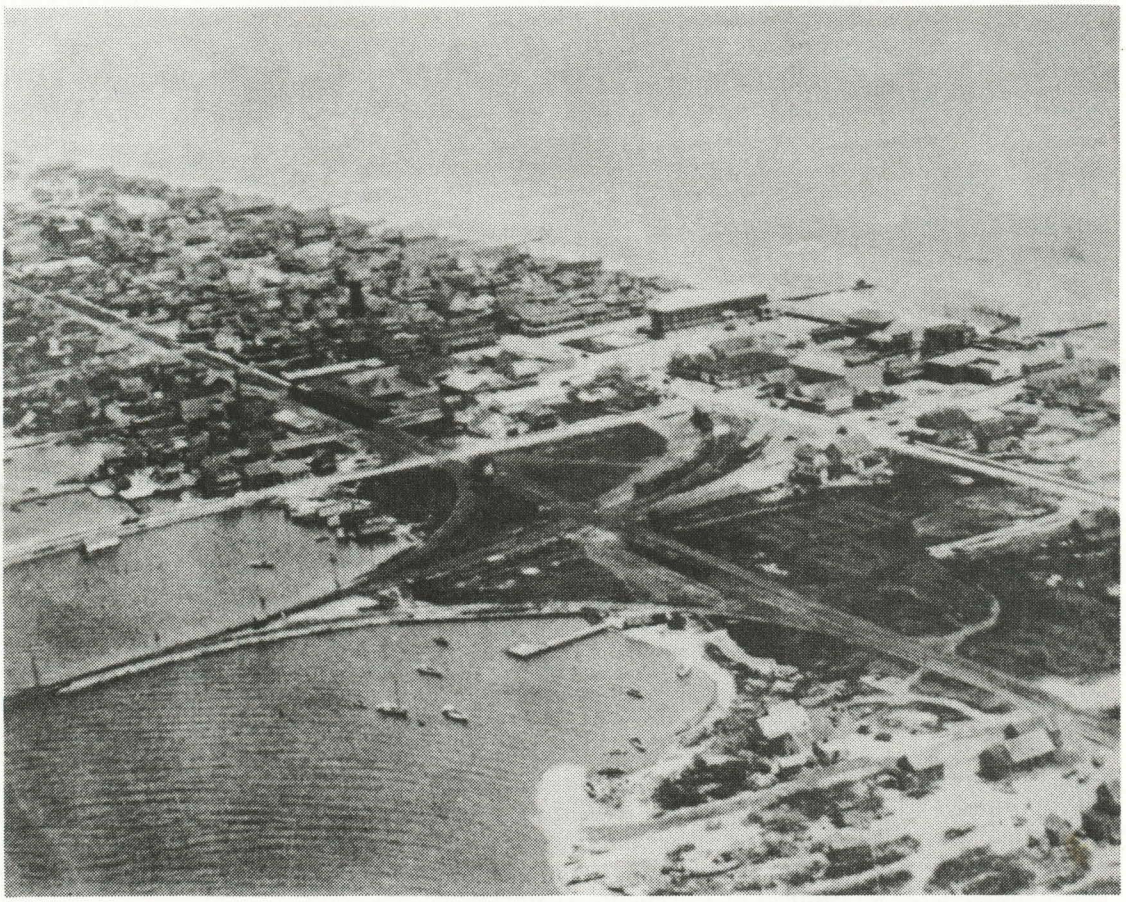
The third No. 4 suffered an interesting fate. In 1928 she was bought by First National Films along with three passenger cars and a box car. No. 4 was to star in a movie being filmed at the time entitled "The Whip." The plot concerned a famous racehorse and some nefarious characters who attempted to prevent the thoroughbred from entering a race by wrecking the train on which it was riding. The wreck scene, a spectacular head-on collision involving No. 4 and another D13, was filmed at Queenstown, Maryland.

Everett E. Hearn of Salisbury was employed by the B. C. & A. in the office at the Naylor Street shops. He was responsible for keeping records of maintenance and repairs on the road's motive power. It was important to schedule work so as to be sure that a sufficient number of locomotives were available for service at all times and yet be certain to conform with government regulations. As Mr. Hearn says, "If No. 31 was due for a boiler washout, No. 31 had to be in there."

After the Baltimore passenger run was shifted to Love Point, the B. C. & A. acquired a gasoline rail car to provide passenger service between Easton and Claiborne. The "Toonerville trolley," as she was dubbed, was one of a class of five Brill units built for the P. R. R. in 1923. As with many of the early motor cars, she was not very reliable and was frequently in the shop for repairs. Although generally working out of Easton thrice-weekly to Claiborne and return, the "Toonerville trolley" became a familiar sight all over the line and at least one summer found her operating into Ocean City.

The company's annual report for the year 1896 gives the roster of equipment as follows:

Locomotives	8
Parlor cars	1
First class passenger cars	5
Second hand passenger cars	8
Combination cars	4
Mail and Baggage cars	1
Maintenance of Way cars	1
Box cars	48
Gondola cars	29



The U. S. Army Corps of Engineers took this photograph of Ocean City when plans for the creation of an inlet and sheltered harbor were being discussed. A few years later, the storm of August 23, 1933 accomplished the task for them. Evident in this view is the precarious foothold which the railroad had on the narrow strip of land on which the resort is situated. Visible is the new station that was erected on Philadelphia Avenue about the turn of the century. (Walter C. Thurston)

It was in this year that the line's passenger stock was changed from its original light green livery to a Pennsy-style maroon and gold scheme. The claim has been made and sometimes denied that the consist of the *Baltimore Flyer* included Pullman cars. To be precise, the B. C. & A. had one old wooden Pullman which was operated as a parlor car. For an additional 75¢, passengers could travel in the comfort that this more luxuriously appointed car had to offer. The B. C. & A. found an amusing way of meeting with a government order which was handed down concerning railway post office cars. The new regulation stated that from thenceforth all cars used in mail service must be steel, or "steel reinforced." To comply, the line's wooden mail car was sent to the shop where a couple of lengths of the lightest rail handy were bolted to its end. What good, if any, this would have done in a wreck is unknown, as some all-steel cars were obtained subsequently, anyway. There were two old cabooses on line in the early days, numbered 50 and 51. One survived for a short time in use minus trucks at the North Division Street shops after the old hacks were replaced by two larger P. R. R. "cabin cars," 1000 and 1001.

Tales still abound along the route of the old B. C. & A. There was the fellow who, when elected to the State Senate, wanted to take his livestock along with him when the body convened. However, the railroad would not allow such animals to ride in the baggage compartment. So, to remedy the situation, the senator just rented a stock car to tack onto the end of the train for them.

Shortly after the railroads were unionized, an apprentice fireman missed the westbound train that he was supposed to have boarded at Easton. When he arrived late at the station, Mr. M. L. Marvel, the agent, wired ahead to Bloomfield about the situation. In order to avoid trouble with the brotherhood, word was passed up to the train crew and the train was backed all the way back to Easton to pick him up.

Perhaps the most exciting story is told by Mr. William T. Smith. Early in this country's participation in the First World War, the local reserve companies were being called to active duty. The B. C. & A. was to operate a troop train to transport the various units to Salisbury. Early one Friday morning a D16, with Mr. Smith at the shovel, left the yard with a P. R. R. steel box car and two P. R. R. steel coaches in tow. The destination was Love Point where the train would lay over for the night, returning the next day to pick up the soldiers at stations along the way. As the train pulled out it began to rain. The rain continued to worsen during the entire trip across the Shore to Easton. It was still pouring as the train traveled over the Oxford Branch and rolled onto the M. D. & V. rails at Queen Anne. By this time torrents of water were filling small stream beds and water was standing on the tracks at road crossings.

Finally, as the train approached a trestle, the engineer, Walter Jarmon, brought it to a halt. He turned to Mr. Smith and said, "All I can see is the rails. I don't know whether to try and cross that or not." Water was cascading almost over the bridge. This left them with a dilemma in determining the safest course to adopt. It was risky to try and cross the threatened span, particularly in view of the heavy train. However, if they didn't proceed, a flagman would have to be sent back along the track immediately to stop any trains which might approach from behind. Finally, Mr. Jarmon said, "Well, I guess we're supposed to go, so we'd better go." Fortunately, they crossed the bridge without it giving way beneath them. Upon arriving at the next station they found a motor car on the siding. It was traveling in the opposite direction in search of any track problems which might be caused by the flooding. Mr. Smith later learned that, when the car reached the bridge only a few minutes later, it was gone!

Mr. Smith finished his career with the B. C. & A. as its car inspector. While still firing, though, he served with many of the engineers, some of whom are particularly memorable. One engineer by the name of Parsons was noted for fast running. He once came in with three sheep on his cowcatcher and, although they washed it down several times, the engine smelled for a week.

Another colorful personality was the late P. J. McBriety of Salisbury. It was Mr. McBriety who was at the throttle of locomotive No. 13 on August 3, 1918 when train No. 8, the westbound *Baltimore Flyer,* left Ocean City. There was no reason to expect anything out of the ordinary as the train made its way uneventfully across the Eastern Shore. Suddenly, as the train neared St. Michaels, disaster struck. The entire train, locomotive, tender, parlor car, three coaches, and a baggage car, left the rails. Mr. McBriety stayed at his post and managed to keep the cars

upright, preventing serious injury to the passengers. A hat was passed and the grateful passengers contributed about $75 as a reward for Mr. McBriety's skill. Lest we unfairly malign old No. 13, it should be noted that the derailment was caused by a defect in the track and surviving B. C. & A. men recall that she was a good engine. The famous wreck of the *Baltimore Flyer* brought forth cries from the Baltimore newspapers that, if something were not done to improve track conditions on the B. C. & A., more serious accidents were sure to follow.

Mr. McBriety had the misfortune to be in another accident, which was still vivid in his mind when interviewed 53 years later by Mr. Richard L. Moore for a feature in the *Baltimore Sun*. The *Salisbury Advertiser* of February 8, 1896, concerning this incident, records that:

> The B. C. & A. Ry. Co. had a bad wreck Friday night last, at Wigwam, a station about a mile east of St. Martins.

In brief, someone threw the switch, diverting the night passenger train onto the siding, where it struck several flat cars, throwing the wreckage on top of the engine's boiler. The locomotive was badly damaged. She was No. 8, the company's newest, and was valued at $10,000 at the time. The smoker was derailed, but no one was injured seriously.

Mr. Charles Lewis of Salisbury, the last surviving B. C. & A. engineer, explains how he once narrowly averted quite a disaster. One day while switching in the Naylor Street yard, he set out a car "on the fly." Mr. Lewis saw that it was rolling too fast toward the shop building, so he shut down his engine, or so he thought, and swung aboard the moving freight car to help the brakeman club it down. They managed to stop the car before it did any damage to equipment standing on the shop track. With a sigh of relief, Mr. Lewis looked back to the spot where he had left his engine. The locomotive had left the yard and was headed down the main line toward Ocean City, making about ten or twelve miles an hour. He chased her on foot, but it soon became clear that there was no chance of catching up that way. He quickly ran back and climbed aboard another engine in the yard that had steam up. Mr. Lewis took off down the line after the runaway engine and caught her just before crossing the Ocean City Road near Walston Switch. Fortunately, no other trains were on that portion of the line at the time. Had she been going much faster, though, the runaway engine might have gone swimming in the Atlantic Ocean.

Mr. Raymond D. Smith of Salisbury worked for the B. C. & A. during the World War I era as a telegrapher at Byrd Siding and later at Claiborne. He recalls that, during the flu epidemic which swept the country in 1918, the railroad's employees were provided with a quart of whiskey and some bottles of aspirin. It was intended that the aspirin be taken several times a day and the whiskey sipped only before bed each night. Mr. Smith states that he knows of no one coming down with the flu after faithfully using this preventative.

There was quite an esprit de corps among the men and women of the B. C. & A. Some employees, it seemed, knew just about every other worker on the line. Space does not permit the mentioning of the many station agents who served their communities so long and well, the officers who kept everything running smoothly, the trainmen who traveled the route between Claiborne and Ocean City so many times, or the shop and maintenance-of-way workers who saw to it that the railroad was always in good shape. However, one name that must be mentioned is that of Turnbull Murdock who was president of the company for many years until his death shortly before it was sold.

All good things must come to an end. By the 1920's the operation was definitely going downhill. The M. D. & V. had become such a burden that, in 1923, the property was sold at a foreclosure sale. Long established steamboat routes saw their service curtailed and some were even abandoned. The Baltimore and Virginia Steamboat Company was formed by the Pennsylvania Railroad to pick up some of the remnants of steamer service. In 1924 the *Cambridge* was sent to the Love Point run. At first the B. C. & A. kept a boat running once a day on the Claiborne route with a train to Ocean City, but this was soon discontinued and all rail connections for Ocean City were operated from Love Point.

The B. C. & A. had slipped into the red some years before when, in late 1927, the trustees under the company's first mortgage of $1,250,000 filed a petition of bankruptcy. A foreclosure sale was ordered by the court. The same newspapers which a few decades before had heralded the arrival of "our grand trunk line" now mentioned that there was some concern about what

would become of the property. On March 29, 1928 the Baltimore, Chesapeake & Atlantic Railway was sold in two parcels. The first consisted of the railroad, stations, rolling stock, and related facilities. The second included the steamboats, eleven in all, and pier facilities with routes throughout the Shore. The Pennsylvania Railroad Company, the only bidder, paid $650,000 for parcel no. 1 and $350,000 for parcel no. 2, a total of $1,000,000. There had been rumors that the Baltimore & Ohio Railroad was interested in acquiring the B. C. & A., but they never materialized.[7]

The old Division Street yard became the site for the funeral of the line's antiquated rolling stock. The old wooden cars were turned over and burned to salvage the metal. The fire burned steadily for days as the long line of cars was reduced to a pile of twisted scrap. The locomotives were sent to Wilmington to be put to the cutting torch. Old accounts list 11 locomotives, 30 passenger cars, and 78 freight cars scrapped. Some equipment must have been disposed of before the final sale, as the roster included closer to 20 locomotives and more freight and passenger cars during the last days of operations.

The Baltimore, Chesapeake & Atlantic Railway had the distinction of being the last major independent railroad on the Eastern Shore to go, but gone it was. Nevertheless, the old B. C. & A. had done its job in serving the Shore well and had had its share of glory. It is still fondly regarded by Shoremen as part of their rich history and lore.

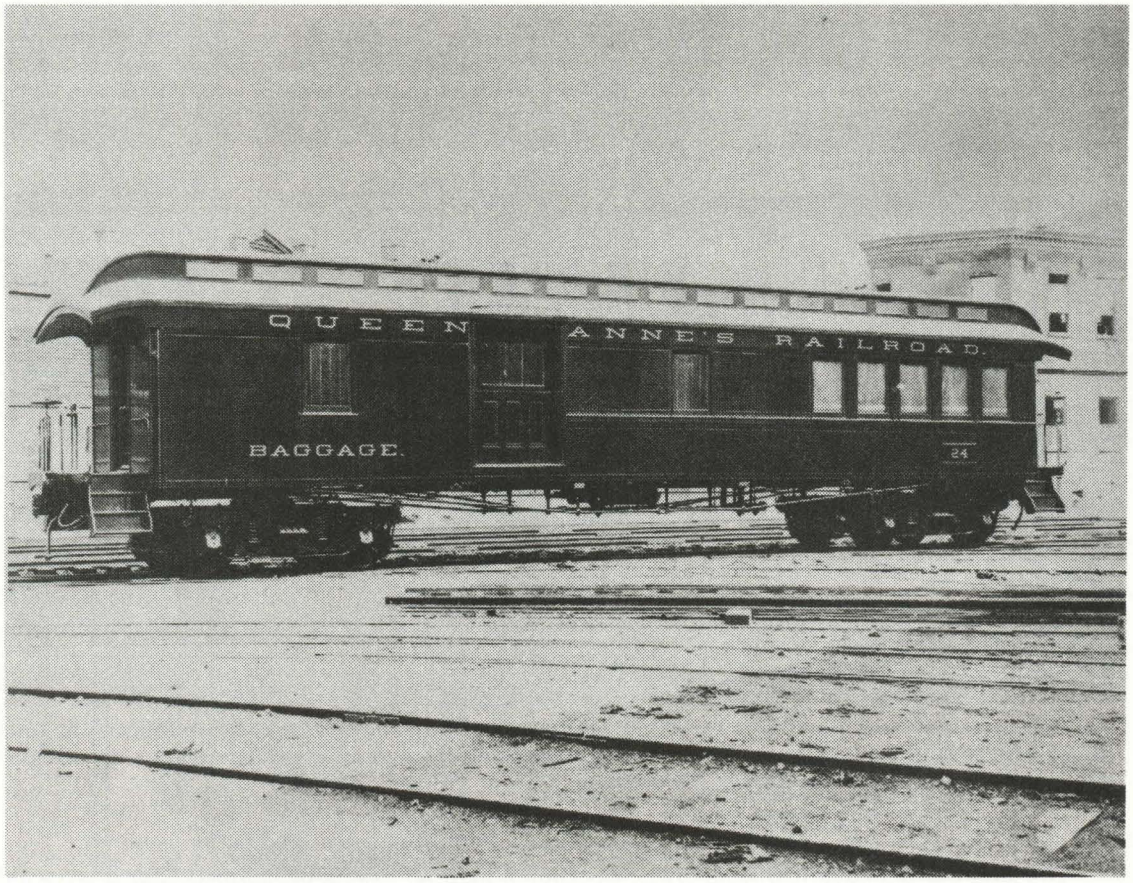
FOOTNOTES

1. *Poor's Manual* for 1895, p. 32.
2. Burgess and Wood, p. 83.
3. *Ibid.*, p. 96.
4. Burgess and Kennedy, p. 488.
5. Truitt, p. 106.
6. The *Salisbury Advertiser,* April 8, 1911.
7. Burgess and Wood, p. 101.

CHAPTER XIV

Many Dirty Visits

The last major railroad to be built in the Delmarva region was the Queen Anne's Railroad. The year 1894 saw the formation of this company, which was to accomplish a project which had been contemplated for more than twenty years and which two earlier organizations had attempted, but failed to accomplish. The Baltimore & Eastern Shore Railroad, which had been in operation for several years, was the first to cross the Peninsula from east to west. There seemed to be room for a line founded on similar principles to serve the upper Shore.

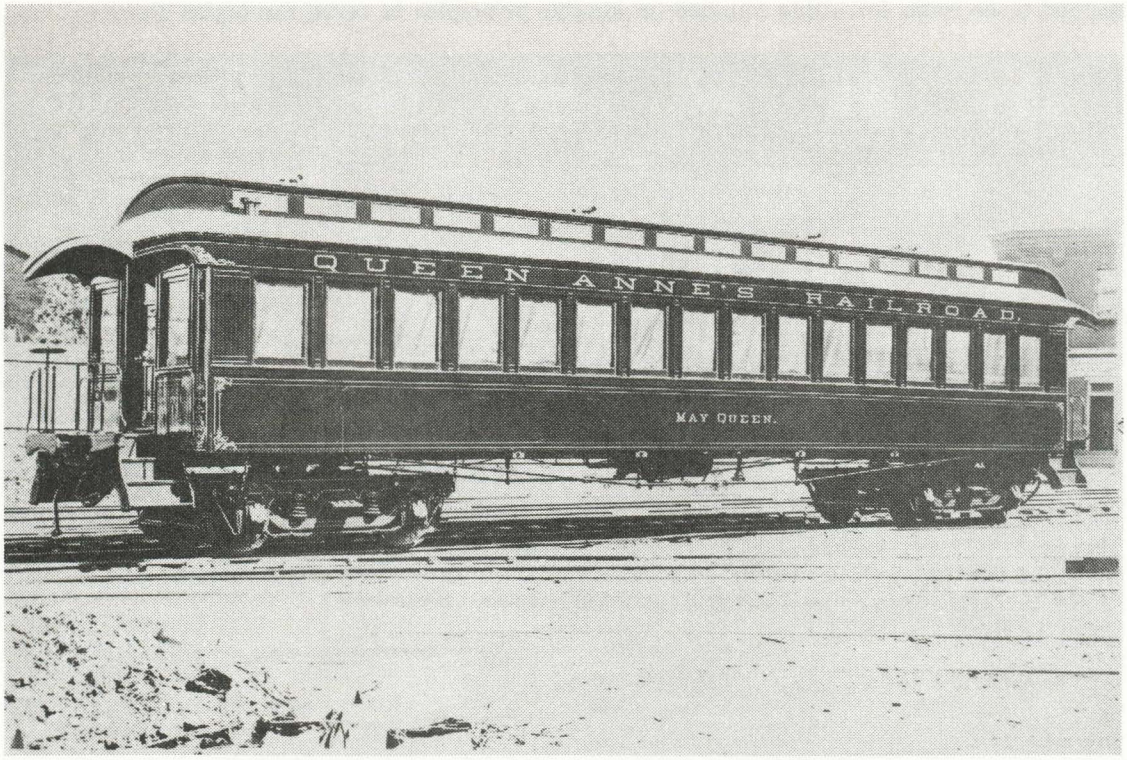


Combination baggage and passenger car built for the Queen Anne's Railroad by Jackson and Sharp of Wilmington, Delaware in 1901. (Delaware State Archives, Dover, Delaware)

The Queen Anne's Railroad, named after the county in the Old Line State of that name, was to be that second east-west railroad. It would accomplish this by building a rail line 60 miles from Queenstown, Maryland to Lewes, Delaware. Also in the plans were steamer connections across the Chesapeake Bay from Baltimore to Queenstown, on the Chester River, and across Delaware Bay from Lewes to Cape May, New Jersey.

The Maryland Legislature approved the project in February of 1894, but Delaware's governing body did not give its consent until March, 1895.[1] This followed stiff opposition from the Pennsylvania Railroad, which feared that the Queen Anne's line, if brought to fruition, would compete with its own Cape May service.

The railroad was undeterred by such formidable opposition and proceeded with its plans. It was opened to Denton on July 15, 1896, to Greenwood, on the Delaware Railroad main line, on January 1, 1897 and on March 1, 1898 was completed to Lewes.[2] The company also managed to acquire trackage rights over the Delaware, Maryland & Virginia Railroad from Lewes into Rehoboth Beach. In 1902, the western terminal was extended 13 miles to Love Point on Kent Island. This location provided a better harbor and was closer to Baltimore. Also in 1902, a spur of six miles was built from Queenstown to Centreville (spelled "Centerville" in the railroad's timetables).[3] No connection was ever established with the Centreville Branch of the Pennsylvania Railroad at that point, however.

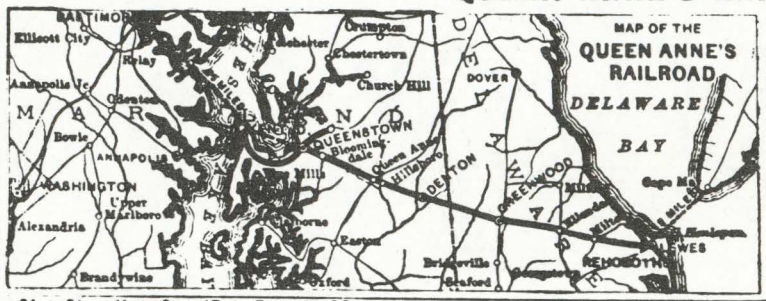


An elegant coach was also built for the Queen Anne's Railroad by Jackson and Sharp in 1901. Especially notice the elaborate scrollwork at the ends of the car. Even the trucks are striped. (Delaware State Archives, Dover, Delaware)

The first station east of Queenstown was Bloomingdale, which was named after a large old estate in the area. The next station served historic Wye Mills, although it was about a mile from the town itself. Willoughby was the next station, followed by Queen Anne, which was the junction point with the Delaware & Chesapeake Railway. The Queen Anne's Railroad passed underneath the D. & C. beside a creek which the earlier railroad had bridged with a high trestle, thus creating the only railroad intersection on the Eastern Shore where the two lines do not cross at grade. Hillsboro had originally been a station on the Maryland & Delaware Railroad, but the town was more than a mile away. The station became known as "Queen Anne" and, with the arrival of the Queen Anne's Railroad, Hillsboro became a station east thereof on the new railroad.

Hillsboro was followed by the Caroline County towns of Downes, Tuckahoe, and the county seat, Denton. Denton was originally named "Eden Town" after Sir Robert Eden, the popular last English governor of Maryland. After Denton came Hobbs, Hickman, which is located on the state line, and the Sussex County, Delaware towns of Adamsville and Blanchard before

QUEEN ANNE'S RAILROAD.



WM. H. BOSLEY, President, Baltimore, Md.
Hon. JNO. S. GITTINGS, Vice-President, "
I. W. TROXEL, General Manager and Chief Engineer, Queenstown, Md.
H. L. POPE, Assistant to President, Baltimore, Md.
ROBT. W. SMITH, Treasurer, "
A. H. TAYLOR, Secretary, Queenstown, Md.
WM. D. UHLER, General Freight and Passenger Agent, Queenstown, Md.
J. HENNAMAN, Auditor, "

General Offices—Queenstown, Md.

31	21	11	3	17	7	1	Ms.	*July* 21, 1902.	2	Spl.	12	4	10	22	6
A M	A M	.....	P M	P M	P M	A M	....	(*Ferry.*)	A M	A M	P M	P M	.....	Noon	P M
§8 15	§8 15	A M	*a*3 15	*k*2 00	*k*2 00	†7 00	0	lve...**Baltimore**..arr.	11 30	11 30	*k*9 20	10 20	P M	12 05	10 20
§10 20	§10 15	§8 30	*a*5 15	*k*4 10	*k*4 00	†9 00	25	lve..**Kent Island**.arr.	9 36	9 40	*b*7 10	8 25	11 45	9 30	8 23
10 31	— —	8 39	5 25	4 22	— —	9 10	30	.....Chester.....	9 26	— —	6 57	6 13	11 34	9 17	— —
10 47	— —	8 58	5 38	4 40	— —	9 25	38	....**Queenstown**..♂	9 05	— —	6 42	7 58	11 18	§9 00	8 00
11 01	.....	.....	5 58	4 58	.....	9 44	44	arr.} **Centerville.** {lve.	8 45	.....	6 20	7 40	.....	§8 35	7 40
A M	.....	8 35	5 20	3 55	.....	8 45	44	lve.} {arr.	9 44	.....	6 58	8 18	.....	A M	8 18
.....	— —	8 58	5 38	4 40	— —	9 25	39	....**Queenstown**....	9 05	— —	6 42	7 58	11 14	.....	8 00
.....	— —	9 17	5 56	5 00	— —	9 43	46	.....Willoughby.....	8 47	— —	6 23	7 42	11 02	.....	— —
.....	— —	9 27	6 08	5 09	— —	9 51	50	....**Queen Anne**[1]..♂	8 38	— —	6 14	7 34	10 55	.....	— —
.....	— —	9 35	6 12	5 16	— —	9 58	54	.....Downes.....	8 32	— —	6 07	7 28	10 47	.....	— —
.....	— —	9 38	6 15	5 19	— —	10 01	55	..... Tuckahoe	8 29	— —	6 03	7 25	10 44	.....	— —
.....	*c*1109	9 44	6 21	5 25	*c*4 54	10 07	58	.....Denton .....♂	8 24	— —	5 57	7 20	10 38	.....	*c*7 27
.....	— —	9 52	6 27	5 33	— —	10 14	61	.....Hobbs.....	8 18	— —	5 50	7 13	10 32	.....	— —
.....	— —	10 00	6 35	5 40	— —	10 21	65	.....Hickman.....	8 10	— —	5 35	7 05	10 25	.....	— —
.....	— —	10 04	6 39	5 43	— —	10 25	66	.....Adamsville.....	8 06	— —	5 28	7 01	10 21	.....	— —
.....	— —	10 09	6 44	5 48	— —	10 30	69	..... Blanchard	8 01	— —	5 24	6 56	10 16	.....	— —
.....	*c*1135	10 15	6 50	5 55	*c*5 17	10 36	72	.....**Greenwood**[2]..♂	7 55	— —	5 17	6 45	10 10	.....	*c*7 02
.....	— —	10 28	7 01	6 06	— —	10 47	78	.....Oakley.....	7 43	— —	5 00	6 32	9 59	.....	— —
.....	— —	10 36	7 08	6 13	— —	10 54	81	.....**Ellendale**[3]...♂	7 36	— —	4 52	6 25	9 52	.....	— —
.....	— —	10 44	7 15	6 20	— —	11 02	85	..... Wolfe	7 29	— —	4 45	6 18	9 45	.....	— —
.....	*c*1202	10 51	7 22	6 26	*c*5 45	11 08	88	.....Milton.....♂	7 22	— —	4 38	6 11	9 38	.....	*c*6 57
.....	— —	11 00	7 30	6 34	— —	11 16	92	..... Whitesboro	7 14	— —	4 30	6 03	9 31	.....	— —
.....	12 20	11 12	7 42	6 44	6 00	11 27	97	.....**Lewes**.....♂	7 03	7 45	4 18	5 52	9 20	.....	6 20
.....	12 45	11 30	8 00	7 00	6 25	11 45	105	..... **Rehoboth**	†6 45	*m*7 15	*b*4 00	*a*5 30	*k*8 00	.....	§5 50
.....	1 45	A M	8 50	P M	7 15	12 45	113	arr...**Cape May**..lve.	A M	*m*6 30	P M	*a*4 30	*k*7 45	.....	§5 00
.....	P M	.....	P M	.....	P M	Noon	....	(*Steamer.*)	.....	A M	.....	P M	P M	.....	P M

BALTIMORE FERRY.

July 21, 1902.	Mls.	.....	.....	.....	.....
[LEAVE	.....	A M	P M	P M	A M
Baltimore.....	0	†7 00	*k*2 00	‡3 15	§8 15
Kent Island....arr.	25	8 50	3 50	5 05	10 05
Queenstown.....	34	A M	4 50	6 05	A M
[ARRIVE	.....	.....	P M	P M	.....
[LEAVE	.....	P M	P M	.....	.....
Queenstown.....	A M	*k*6 50	‡7 50	A M	.....
Kent Island...lve.	†9 40	7 30	8 30	§10 15	.....
Baltimore.....	11 30	9 20	10 20	12 05	.....
[ARRIVE	A M	P M	P M	Noon	.....

† Daily, except Sunday; ‡ daily, except Saturday; § Sunday only; *a* daily, except Saturday and Sunday; *b* Saturday and Sunday; *c* stops for Cape May passengers; *k* Saturday only; *m* Monday only. ♂ Telegraph stations.

STANDARD—*Eastern time.*

Connections—[1] With P. W. & B. R.R., Del. and Chesa. Div. [2] With P. W. & B. R.R., Del. Div. [3] With P.W. & B. R.R., Del., Maryland and Va. Br.

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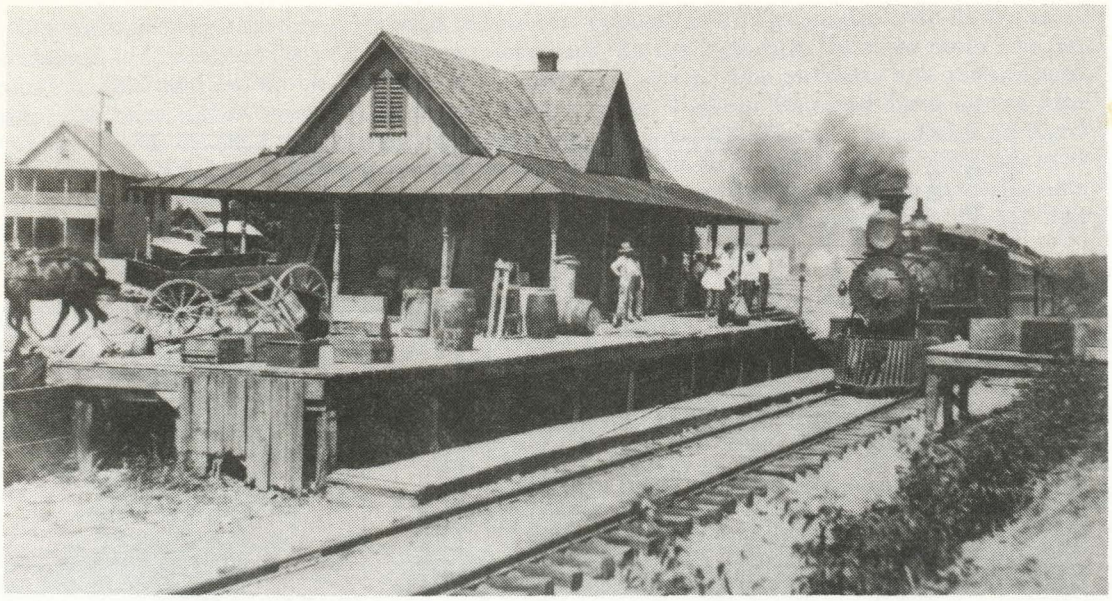
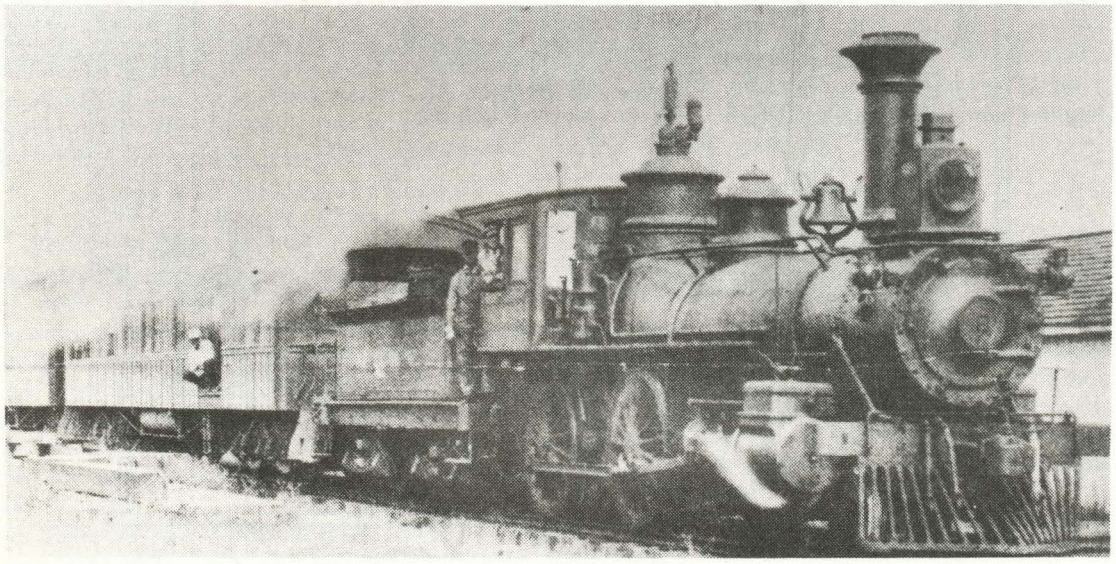


M. D. & V. No. 2 is belching plenty of thick black smoke as she comes into the station at Denton, Maryland. She appears to be an 1890's Baldwin product similar to Nos. 8 and 9 of the B. C. & A. and may well be a former Queen Anne's Railroad engine. It looks like the horses to the left of the station are about to run away. The photo dates back to about 1907. (H. Robins Hollyday)

reaching Greenwood. East of Greenwood were Owens, Banning, Deputy, and Ellendale, where the Queen Anne's Railroad crossed the Delaware, Maryland & Virginia Railroad. East of Ellendale were Wolfe, Milton (named after the famous English poet, John Milton), Whitesboro, Burton, Drawbridge, Lewes, and Rehoboth.

Stations were later established at Oakley, east of Owens, and Overbrook, between Whitesboro and Lewes. Those at Adamsville, Banning, Deputy, Wolfe, Whitesboro, Burton, and Drawbridge were later discontinued. There was a station opened on the Centreville Branch,



Locomotive No. 8 of the Maryland, Delaware & Virginia Railway appears to be a former Pennsylvania Railroad D2 of 1881 vintage. (H. Robins Hollyday)

some time after it was built, which was called "Briston" and later another, nearer Centreville, called "Perlee." On the Love Point extension of the main line, the earliest stations on the mainland were at Walsey and Winchester, but for most of the road's history the only agency on this segment was Grasonville. There was also a station at Kent Narrows, where the line crossed onto Kent Island. Between the Narrows and Love Point were the stations of Chester and Stevensville.

In 1897, the Queen Anne's Railroad chartered the side-wheeler *B. S. Ford* from the Chester River Steamboat Company and placed her on the run from Baltimore to Queenstown. She was followed by the screw steamer *Gratitude.* In 1898 the chartered screw steamer *Favorite* was in service, followed by the screw steamer *Endeavor* which had been purchased by the company. In 1899 the side-wheeler *Queen Anne,* which was built for the company particularly for this service by the Baltimore Dry Dock Company at a cost of $75,000, was placed on the Queenstown run.

After completion of the railroad in 1898, a private company erected a pier at Cape May, New Jersey and chartered the side-wheeler *Virginia* from the Old Bay Line for the run from Cape May to Lewes. After damage to the pier during a storm, the Queen Anne's Railroad

This small shelter served the flag stop of Bloomingdale. (Queen Anne's County Public Library, Centreville, Maryland)

undertook the operation. In 1902 the railroad took delivery of the *Queen Caroline,* built by the Baltimore Shipbuilding and Dry Dock Company for $130,000, and placed her on the Cape May to Lewes route.[4]

Although its business during the first few years was good, the Queen Anne's Railroad was beset with adversity. The winter of 1903-1904 brought a devastating cold wave which blocked all bay traffic for nearly a month. On February 8, 1904 a large area of Baltimore's commercial

Maryland, Delaware & Virginia
RAILWAY COMPANY.

....SCHEDULE OF....

Passenger Train Service

ON

M&V

Railway Division

IN EFFECT SATURDAY, JUNE 30th, 1906.

SUBJECT TO CHANGE WITHOUT NOTICE.

WILLARD THOMSON, General Manager. T. MURDOCH, Gen. Pass. Agent. A. J. BENJAMIN, Supt. & Div. Pass. Agt.

Maryland, Delaware and Virginia Railway Company—Railway Division.

EAST BOUND. (READ DOWNWARD.)

	Sunday Only 217 Passenger	Sunday Only 117 Rehoboth Limited	Saturday Only 107 Rehoboth Special	Daily Ex. Sunday 109 Express	Daily Ex Sunday 103 Express	DAILY 101 Accom.	Distance from Baltimore Miles	STATIONS. (Pier 7 Light St.)	Distance from Lewes Miles
	A.M.	A.M	P.M.	P.M.	A.M.	A.M.			
	7.30	7.30	3.30	3.30	7.25			Lv BALTIMORE Ar	98.82
	9.40	9.35	5.35	5.40	9.40	7.00	27.00	LOVE POINT	71.82
	9.48			5.48	9.38	7.08	30.81	STEVENSVILLE	68.01
	9.52			5.52	9.42	7.12	32.44	CHESTER	66.38
	b 9.56			f 5.56	b 9.46	f 7.16	34.24	NARROWS	64.58
	10.01			6.02	b 9.51	7.24	36.70	WINCHESTER	62.12
	b 10.03			f 6.04	b 9.53	f 7.26	37.82	WALSEY	61.00
	10.10			6.12	9.59	7.30	40.07	QUEENSTOWN	58.75
								CENTREVILLE JCT.	
			This train makes no stops	f 6.18	b 10.07	f 7.36	42.40	BLOOMINGDALE	56.42
				f 6.24	b 10.12	f 7.43	45.45	WYE MILLS	53.37
				f 6.30	b 10.17	f 7.50	48.43	WILLOUGHBY	50.39
				6.40	10.25	7.59	52.48	HILLSBORO	46.34
				f 6.46	b 10.31	8.07	55.68	DOWNES	43.14
				f 6.49	b 10.34	f 8.10	57.05	TUCKAHOE	41.77
		10.25		6.55	10.40	8.17	59.99	DENTON	38.83
				f 7.02	b 10.48	f 8.26	62.89	HOBBS	35.93
				f 7.09	b 10.54	f 8.34	66.57	HICKMAN	32.25
				f 7.13	b 10.58	f 8.38	68.40	ADAMSVILLE	30.42
				f 7.17	b 11.02	f 8.43	70.55	BLANCHARD	28.27
				7.23	11.08	8.54	73.80	GREENWOOD	25.02
				f 7.29	b 11.13	f 9.02	77.47	OWENS	21.35
				f 7.33	b 11.16	f 9.07	79.57	OAKLEY	19.25
				7.42	11.24	9.17	83.07	ELLENDALE	15.75
				7.54	11.34	9.35	89.57	MILTON	9.25
				f 8.01	b 11.40	f 9.45	93.57	WHITESBORO	5.25
				f 8.04	b 11.42	f 9.50	94.82	OVERBROOK	4.00
		11.27		8.12	11.50	10.00	98.82	LEWES	
		11.42	7.40	8.27	12.05	10.15		Ar REHOBOTH Lv	
	A.M.	A.M.	P.M.	P.M.	P.M.	A.M.			

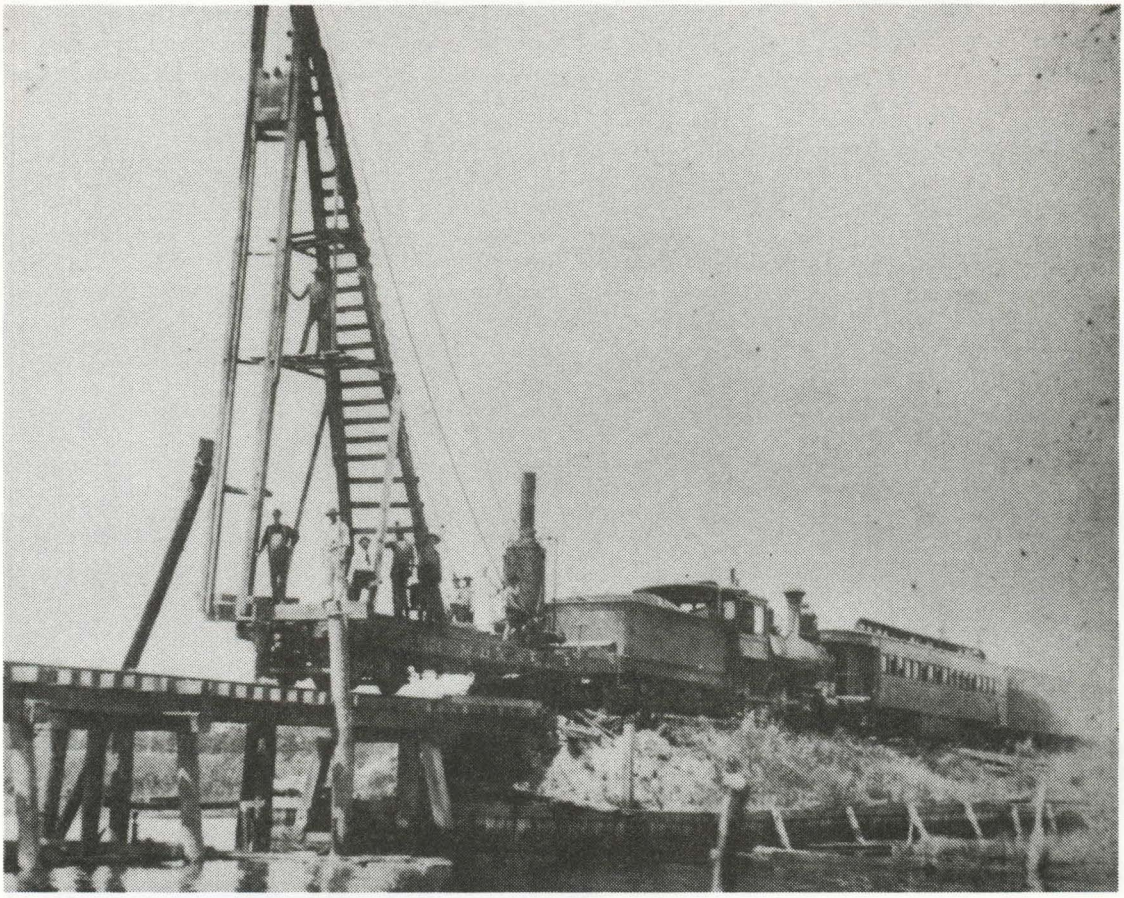
WEST BOUND. (READ UPWARD.)

Daily Ex. Sunday 106 Express	Daily Ex Sunday 110 Express	DAILY 102 Accom.	Sunday Only 222 Passenger	Sunday Only 108 Baltimore Special	Sunday Only 114 Baltimore Local
P.M.	P.M.	P.M.	A.M.	P.M.	P.M.
12.45	9.45		11.45	9.15	9.15
10.45	7.45	8.20	9.45	7.15	7.15
10.28	7.28	8.11	f 7.55		b 6.42
10.24	7.24	8.07	f 7.50		b 6.38
f 10.19	b 7.19	f 8.01	f 7.45		b 6.33
10.14	b 7.14	7.55	f 7.39		b 6.28
f 10.11	b 7.11	f 7.51	f 7.36		b 6.25
10.07	7.07	7.47	7.30		6.20
f 9.59	b 6.59	f 7.38		This train makes no stops	b 6.12
f 9.53	b 6.54	f 7.32			b 6.08
f 9.47	b 6.48	f 7.24			b 6.03
9.39	6.40	7.15			b 5.56
f 9.32	b 6.33	f 7.07			b 5.50
f 9.29	b 6.30	f 7.02			b 5.47
9.23	6.24	6.55			5.41
f 9.15	b 6.15	f 6.44			b 5.33
f 9.08	b 6.08	f 6.35			b 5.27
f 9.04	b 6.04	f 6.27			b 5.23
f 9.00	b 6.00	f 6.24			b 5.20
8.54	5.55	6.18			5.15
f 8.43	b 5.47	f 6.10			b 5.08
f 8.38	b 5.43	f 6.05			b 5.03
Le. 8.30	5.37	5.58			4.57
Ar. 8.17					
8.07	5.25	5.42			4.44
f 7.58	b 5.18	f 5.33			b 4.38
f 7.55	b 5.16	f 5.29			b 4.36
7.48	5.10	5.20			4.30
7.33	4.55	5.05		5.00	4.15
A.M.	P.M.	P.M.	A.M.	P.M.	P.M.

(Author's Collection)

district was laid in ruins by fire. These incidents caused dire consequences to be felt on the Queen Anne's Railroad, since much of its revenue came from the Baltimore end. A few months later the road went into voluntary receivership.[5]

The Queen Anne's Railroad was an utter disappointment to its investors. Its finances floundered and the company fell into the hands of the power which had fought its construction, the Pennsylvania Railroad. On January 28, 1905, the Maryland, Delaware and Virginia Railway was incorporated in Maryland and in Delaware for the purpose of acquiring the



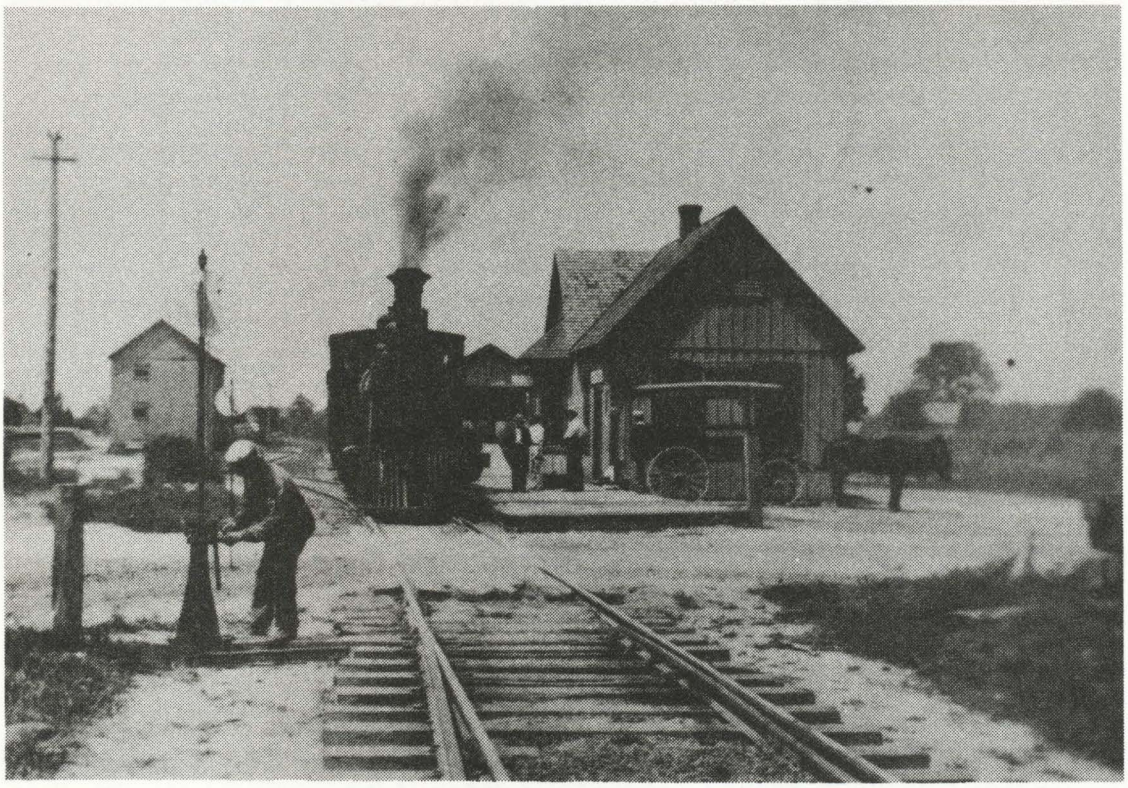
Near the station of Tuckahoe, a locomotive fell through a small trestle which had been weakened by heavy rain. Shown here is the work train at the scene of the wreck. The men were obviously anxious to show off their handywork after rebuilding the bridge. (H. Robins Hollyday)

properties of the Queen Anne's Railroad, the Chester River Steamboat Company, and the Weems Line. Two days later, on January 30, 1905, these two companies were merged, in the interest of the P. R. R., to form a single entity.[6] The Cape May steamer route was immediately discontinued. The M. D. & V. was placed under the control of another Pennsylvania Railroad operating company, the Baltimore, Chesapeake & Atlantic Railway.

The B. C. & A. and M. D. & V. were "twins." Their routes were similar, in that they both operated from a terminal on Chesapeake Bay, from whence they ran steamer service to Baltimore, to a resort on the Atlantic. They shared the same upper-level management and even the same advertising. However, the M. D. & V. never attained the success of her sister to the south. The route of the M. D. & V. was through an area which was somewhat less productive,

more sparsely populated, and with fewer large towns. Lewes and Rehoboth were also served by the D. M. & V. Branch of the Pennsylvania, which carried much of the traffic to those points. The bulk of the M. D. & V.'s traffic to its eastern terminals was from Baltimore and points along its own line. This business was highly seasonal in nature, so much so that the M. D. & V. suspended its operations from Lewes to Rehoboth during the winter months. The company's far-flung steamboat operations were unprofitable. Furthermore, Rehoboth never became as popular a resort with Baltimoreans as did Ocean City.

Even so, the M. D. & V. carried loads and loads of excursionists, which earned the road its nickname, "Many Dirty Visits," among them. Its real name, "Maryland, Delaware and Virginia," was probably chosen to include the steamer routes which the company operated in Virginia waters, as the railway division operated only in Maryland and Delaware. The



The 11:17 express has just arrived at Milton, Delaware. (Post Card from Caley Historical Post Card Collection — Smyrna, Delaware)

maritime operations of the B. C. & A. — M. D. & V. affiliates were quite extensive at one time. The M. D. & V. operated to Norfolk and the Rappahannock, Potomac, and Patuxent Rivers on the Western Shore and the Chester River on the Eastern Shore, while the B. C. & A. operated the Pocomoke, Occohannock, Wicomico, Nanticoke, and Choptank River routes on the Eastern Shore and the Piankatank River route on the Western Shore. The figures for 1907 give an idea of the size of the two companies' operations. In that year their 36 boats, operating over thousands of miles of water routes, carried 517,024 tons of freight valued at $33,609,810 and 854,908 passengers.[7]

Pursuant to passage of the Panama Canal Act, which restricted railroad ownership of water carriers, on April 1, 1916 a federal court ordered the B. C. & A. and M. D. & V. to divest themselves of all steamboat operations except those directly connecting with their railroads. However, protests from the two companies and their shippers won a reprieve.[8]

GD Tower protected the crossing of the M.D.&V. and the Delaware Railroad at Greenwood. (Author's Collection)

The vessel on the Love Point-Baltimore run for the M. D. & V. at first was the *Love Point.* However, she was destroyed by fire in 1909 and replaced by the *Westmoreland.* The story is told by Mr. William T. Smith, former B. C. & A. Ry. fireman, of a foggy evening at Love Point. The *Westmoreland* was late in arriving from Baltimore and, while gazing into the mist for her, those waiting saw the ship's lights passing right by. So, Mr. Smith climbed into the cab of a locomotive in the yard and blew her whistle until the steamer could be seen slowly coming about.

The Interstate Commerce Commission's Valuation Report listed the M. D. & V.'s rolling stock in 1923 as eleven locomotives, three of which were in freight and eight in passenger service, 30 box cars, two flat cars, seven cabooses, two baggage cars, 19 coaches, three combination cars, and two parlor cars. Of the 30 class D2 locomotives built by the Pennsylvania Railroad in the early 1880's, it seems that a goodly portion found their way to the M. D. & V. They comprised almost the entire early roster of the road, according to a surviving M. D. & V. fireman, along probably with a few former Queen Anne's Railroad engines. In later years, the D13 was the mainstay of the line's roster, as it was on the B. C. & A. Ry.

Maryland, Delaware & Virginia Railway Company
(RAILWAY DIVISION)
OFFICE OF DIVISION FREIGHT AND PASSENGER AGENT

I. E. JONES,
DIV. FRT. AND PASS. AGT.

LOVE POINT, MD.,

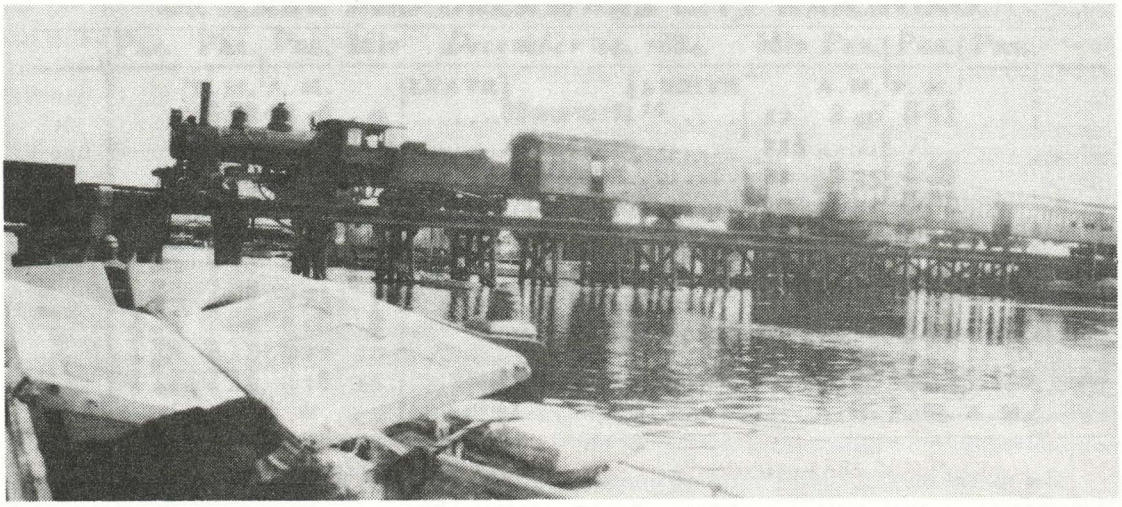
ADDRESS COMMUNICATIONS TO SALISBURY, MD.

IN REPLY PLEASE REFER TO FILE

Compare this letterhead with that on the B. C. & A. stationery shown in Chapter XIII. It's easy to see that the companies were affiliated and who the boss was. (Daniel E. Withey)

In 1915 a new connection with the Delaware, Maryland & Virginia Railroad was built in Lewes and in 1916 the track which had run to the pier at Queenstown was removed.

The M. D. & V. had a colorful history which is kept alive by those who well remember the line. Mr. J. Cecil Matthews, treasurer of the National Railway Historical Society, often rode the M. D. & V. from his home near Baltimore to Rehoboth during the summer. He recalls that the train which was scheduled to arrive at Rehoboth at about 9:00 p.m. brought the movie which was to be shown at 9:15 at the local theatre. When the train was late, so was the start of the evening show. Mr. Matthews also recalls that there was a creamery which was well-known for its delicious ice cream right across the street from the station at Denton. About the time the



Mr. T. Milton Oler, Jr. snapped this picture of a train crossing Kent Narrows Bridge the morning of August 8, 1922 while on a sailing trip through the Narrows. (T. Milton Oler, Jr.)

westbound evening train passed Greenwood, the conductor would pass through the cars finding out how many people wanted ice cream. The information was relayed ahead to Denton and by the time the train arrived there the proper number of cones was waiting at the creamery. The passengers quickly left the train and went over to enjoy the ice cream before the train departed. One particular evening, a couple of people missed the train and, as there was not another until the morning, they were obliged to spend the night in Denton.

The late Arthur W. Perdue of Salisbury once worked at Salisbury Union Station and earlier as an express messenger on the M. D. & V. He remembered a particular engineer by the name of Jim Massey who had a girl friend at Lewes and who would sometimes leave the train to go visit her. Consequently, when the train made its stop at Lewes, the engineer would get off and let his

fireman finish the trip. All of Mr. Perdue's work was done by that time, anyway, and the fire was built up well enough to make it to Rehoboth without further stoking. So, Mr. Perdue would ride in the cab of the engine and "play fireman," as he called it, to prevent anyone from noticing that a crewman was missing.

Railroading is a business and the poor financial showing of the M. D. & V. finally caught up with it. The parent Pennsylvania Railroad Company claimed that, even excluding fixed charges, the company had suffered an operating loss in every year of its existence except 1910 and 1911. The only thing keeping the M. D. & V. out of bankruptcy for years had been a guarantee by the B. C. & A. of the interest on its bonds. The railroad was sold at foreclosure on May 7, 1923 in three parcels of $650,000. The first included the steamer *Lancaster* and the railway division, while the other two were composed of the various water routes and their vessels. The *Lancaster* had been an extra steamer for the M. D. & V. The first parcel went to the E. B. Leaf Company for $225,000. Some of the steamer service was acquired by a new P. R. R. subsidiary, the Baltimore and Virginia Steamboat Company, while the balance was abandoned.[9] The railroad itself was also in serious trouble. The portion west of Denton became a new subsidiary of the B. C. & A., the Baltimore and Eastern Railroad. The B. C. & A. shortly thereafter also became a part of the Baltimore & Eastern. The portion of the M. D. & V. east of Denton eventually became an independent operation. Trains were kept running for a few more years, but the proverbial handwriting was on the wall.

FOOTNOTES

1. *Poor's Manual* for 1896, p. 983.
2. *Poor's Manual* for 1896, p. 983, for 1897, p. 75, and for 1898, p. 83.
3. Burgess and Wood, p. 62.
4. *Ibid.*, p. 61-62.
5. Truitt, p. 106.
6. *Interstate Commerce Commission Valuation Reports,* Volume 84, p. 502-503 — Docket No. 243; Maryland, Delaware & Virginia Railway.
7. *Ibid.*, p. 106-107
8. Schotter, p. 341.
9. Burgess and Wood., p. 123.

CHAPTER XV

Dreams That Never Came True

The "railroad fever" seized many on the Shore, as well as all over the country. There were quite a few railroads proposed that were never completed or even begun. Some of these were practical undertakings which would have effected great changes in our peninsula, had they been realized. Many others were somewhat wild schemes which surfaced long after all of the logical routes had been covered. However, it's interesting to examine the different proposals in the hindsight of history to see just what they offered.

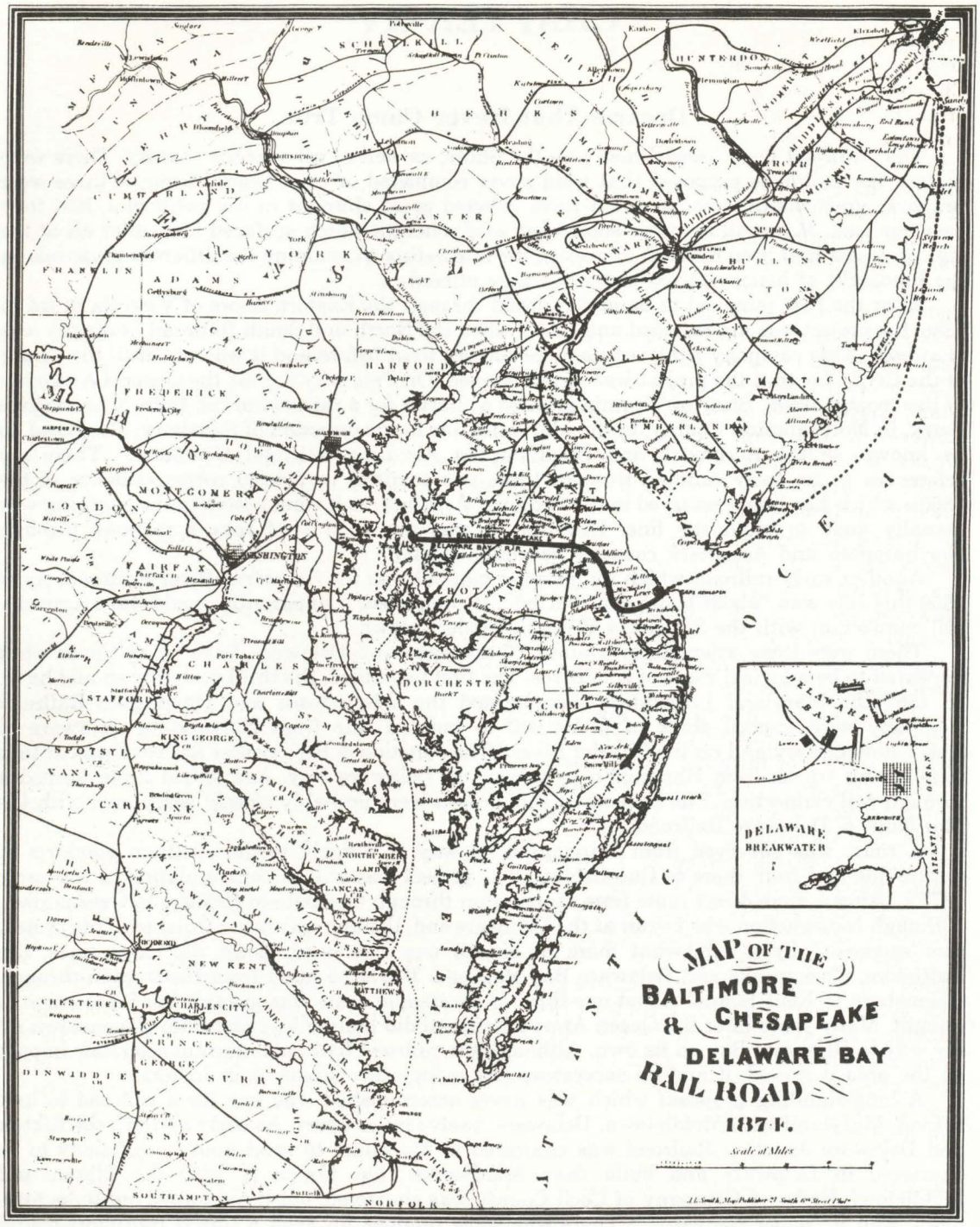
After the first proposal to build a railroad through the Eastern Shore of Virginia failed in 1836, the project was not resumed until 1853, when the North and South Railroad Company was chartered. This company achieved no more success than before and it was not until the height of the Civil War that the project was again revived. On February 8, 1862 the General Assembly of the "reorganized" State of Virginia granted a charter for a railroad to run from "Cherrystone Ferry, in Northampton County, to the Maryland line in the direction of Salisbury, Maryland, to be known as the Accomack and Northampton Air Line Railroad Company." There are references to an early railroad through these two counties in federal correspondence of the 1860's which has been preserved in the National Archives, so it would seem that something was actually done to build the line. However, it was not until 1884 that a railroad through Northampton and Accomack counties became a reality.[1]

Another early railroad which didn't quite pan out was the Sassafras River Railroad. As of 1856 this line was "about being constructed." If completed, it apparently would have formed a rail connection with the Sassafras River at Fredericktown.[2]

There were three attempts to connect Chesapeake and Delaware Bays by rail over what appeared to be a logical route of commerce. The first two failed, the third probably should have. In 1867 the Maryland Legislature incorporated the Queenstown and Harrington Railroad Company with capital stock of $1,500,000 to build a line from Harrington, Delaware to Queenstown, Maryland on the Chester River.[3] The Junction & Breakwater Railroad was at that time laying tracks from Harrington to Lewes, on Delaware Bay, and would have formed a through rail connection. The backers of this project were probably closely associated with the Maryland & Delaware Railroad.

A route was surveyed from Harrington by way of Ridgely to the southern outskirts of Centreville and from there to Queenstown. The project was still in contemplation in the early 1870's, using a more direct route from Harrington through Greensboro straight to Queenstown. Although construction was begun at the Delaware end, the line was never finished. This project was succeeded by a somewhat more ambitious one conceived along the same lines, the Baltimore, Chesapeake and Delaware Bay Railroad. It was to build from Harrington through Greensboro to Kent Island. About one-third of its 40-mile route was graded, but it too came to naught. Many years later the Queen Anne's Railroad did build a line east from Queenstown all the way to Delaware Bay on its own. Although the railroad had an important economic impact on the area it served, it and its successors lost money throughout their histories.

A long-standing proposal which was never accomplished was one for a railroad to link Elkton, Maryland with Middletown, Delaware, twelve miles apart. As early as 1867, the Elkton and Delaware Junction Railroad was chartered in Maryland to meet another company to be chartered in Delaware and build from Middletown. On March 8, 1880 the Elkton and Middletown Railroad Company of Cecil County was chartered, but it too turned out to be little more than a "paper company."[4] There was some promise for such a line if Baltimore-bound traffic coming off the Peninsula could be re-routed over it. The Philadelphia, Wilmington & Baltimore Railroad reportedly had some interest in seeing the line built and the proposed route of the road, with a divergent line to Massey, appeared in P. W. & B. system maps of the period. However, the value of this railroad as a short-cut to the P. W. & B. was largely eliminated with its acquisition of the Newark & Delaware City Railroad.



This map, showing the proposed route of the Baltimore, Chesapeake & Delaware Bay Rail Road in 1874, appeared int he prospectus for a bond issue. It's hard to figure out what they had in mind by looking at the map. (Original in the collection of the Association of American Railroads)

As it turned out, the Elkton & Middletown Railroad was of use to the P. W. & B. in a way not envisioned by its original founders. It seems that the P. W. & B. was having difficulty in acquiring a right-of-way through Elkton to reach a fertilizer plant near the Elk River. The Elkton & Middletown company's charter was used to enable the parent road to condemn property needed for the spur through the power of eminent domain, as if actually intending to complete the road to Middletown. Mr. Robert J. Barkley of Smyrna recalls that some ties and rails were thrown down at the Middletown end as part of the ploy. *Poor's Manual* reports that in 1895 the Elkton & Middletown Railroad completed 0.31 miles of line from Elkton to Big Elk River, Maryland. That's as far as it got.

Also trying to come to life in that period was the so-called "Fox Creek Railroad." This line was projected in the 1870's to tap an area of Dorchester County which was virgin as far as rail service was concerned. Its earliest route was to extend almost due south from Cambridge to Bishop's Head. The company was incorporated as the Cambridge and Chesapeake Railroad in 1892 and, thanks to the preservation of the proceedings of its board of directors, we have a complete record of its activities. On March 11, 1893 it was decided that the line should run from "Cambridge by Church Creek near Milton or Madison, to a point one mile east of Taylors Island Bridge, then to Golden Hill and by extension therefrom to the vicinity of Fox Creek." However, it was found that the Board of County Commissioners was unable to subscribe to $75,000 of the company's stock, as had been expected, due to a constitutional technicality. As a result, on October 10, 1893 the board of directors of the Cambridge & Chesapeake Railroad voted to suspend all work with only one mile or roadbed graded.

It was believed that, with this $75,000 from the county, private stock subscriptions would be able to provide the balance needed for completion of the road. Solicitors had been sent out with the promise of a hefty ten percent commission on all of the stock they were able to sell. However, despite much lobbying in Annapolis for the legislation necessary to allow the county to make a subscription, the $75,000 which was so desperately needed never came forth. The last entries in the proceedings of the board of directors of the Cambridge & Chesapeake Railroad were made in February, 1911.[5]

The completion of a railroad always seemed to bring forth a flood of proposals for branches, extensions, and connecting railroads. Those who had been narrowly missed by the right-of-way became jealous of their neighbors and wanted desperately to share in the prosperity that the railroad was sure to bring. One such proposal was spawned by the building of the Baltimore & Eastern Shore Railroad. It was to run from Laurel, Delaware through Sharptown, Barren Creek, and Quantico to Nanticoke, Maryland. A company was incorporated for this purpose in Delaware in 1891 and called the line it was to build the Laurel and Roaring Point Railroad. As usual, protracted meetings were held at various points along the line, tremendous enthusiasm was generated for the project, and the local newspapers were filled with talk of its glowing prospects and rapid progress. We find no evidence that it ever got beyond the planning stage.

Existing railroads were not exempt from dabbling with the idea of grandiose expansions. While the Baltimore & Eastern Shore Railroad was in reorganization, a plan was developed to help get the company back on its feet. The plan called for building a new line north from Easton through Centreville and Chestertown to Rock Hall. This would have made for quite a railroad; twice as long and running from the Eastern Shore harbor closest to Baltimore to the Shore's most popular resort with several more of the area's larger towns along the line. However, the line already in existence proved to be quite viable and further construction was just what was not needed.[6]

The Queen Anne's Railroad Company had an interesting idea. In 1902 it formulated a plan for constructing a railroad from Denton diagonally across the Peninsula to Chincoteague. The line would have passed through Federalsburg, Sharptown, Salisbury, and Snow Hill. The 120-mile route was actually surveyed and its cost estimated at $2,500,000. The residents of Sharptown, which had no railroad, were particularly enthusiastic in their support of the project and gave unqualified endorsements and promises of patronage.[7] The officers of the company

spoke as if its completion was taken for granted. That wasn't all, as we see in this article in the *Eastern Shore News* of February 22, 1902:

> In addition to the proposed line through the lower Maryland Peninsula, it is understood that the Queen Anne's RR will ask the Virginia legislature for a charter granting them authority to construct a line from Franklin City down through the counties of Accomac and Northampton to the point. It is also rumored that the Gould interests are behind this scheme and that the line under construction between Norfolk and Lynn Haven bay is part of the system, which will later connect by ferry line on the Peninsula. The distance between the Peninsula and Norfolk will be shortened by miles as against the routes of the NYP&N and the difficulties of navigation up the Elizabeth River will be eliminated.

Believe it or not, the wildly ambitious backers of the Queen Anne's Railroad also proposed to build a 54-mile line north through Crumpton to a connection with the B. & O. at Childs, Maryland in Cecil County. Just as quickly as the idea had sprung to life, though, it died. The company had lately finished a major expansion and was soon engulfed in financial problems. Further construction was out of the question. So successful was the N. Y. P. & N. that a third project, the Baltimore and Cape Charles Railroad, was chartered at this time to cut in on its business by building a line from Elkton to Cape Charles.

One of the most interesting possibilities to surface was that of a railroad bridge across Chesapeake Bay. In the late 1800's a low-level railroad trestle between the Eastern and Western Shores of Maryland was discussed. Then, during the First World War, a double-decker railroad and highway bridge was seriously proposed by state officials. Most recently, when the Chesapeake Bay Bridge Tunnel was in its initial stages, the Pennsylvania Railroad was invited to join the project. It was proposed to make the facility a joint rail and highway bridge. However, the Pennsylvania considered it to be not worth the huge investment called for on its part.

Even though the era of railroad construction was past, new plans continued to surface. Well into this century, seemingly hundreds of charters were granted by the Maryland Legislature authorizing railroads to be built over almost every imaginable and even some unimaginable routes. It's just as well that such proposals were never carried out. At one time there existed an adequate rail network on Delmarva. Additional trackage would have resulted in too much competition for too little business and eventually just more mileage to abandon. Still, it's interesting to imagine what it would have been like to ride a train into Sharptown, Chincoteague, Nanticoke, Bishop's Head, Rock Hall. . . .

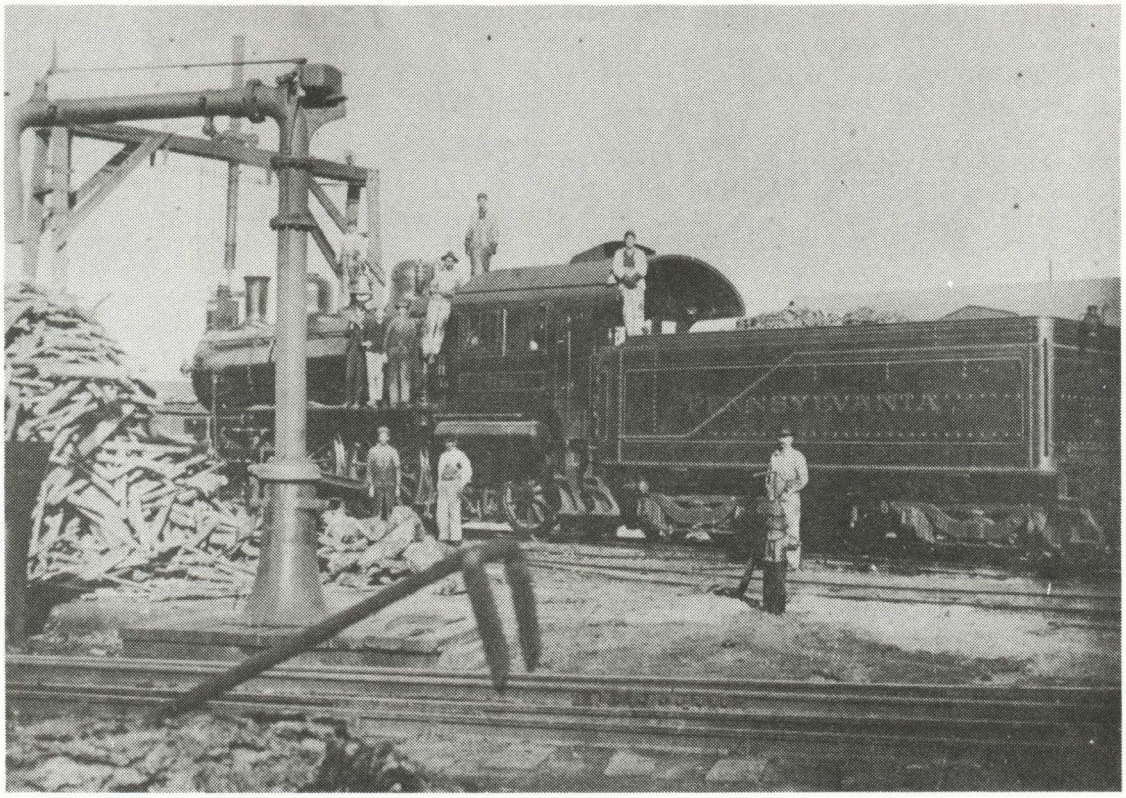
FOOTNOTES

1. Clarke, p. 589.
2. Emory, p. 552. We find no "Sassafras River Railroad" chartered in Maryland prior to 1860. There was, however, an "Elkton and Sassafras Railroad," which may be the company Emory was referring to. The date of incorporation of this company has not been found, but on March 4, 1858 the Maryland Legislature authorized it to construct branches, which would place the Elkton & Sassafras in the proper time frame.
3. *Ibid.*, p. 555.
4. *Poor's Manual* for 1896, p. 751.
5. Article in the *Cambridge Banner* of September 18, 1973.
6. *Maryland*, p. 338.
7. Truitt, p. 105-106.

CHAPTER XVI

Delmarva Railroading in the Twentieth Century

Beginning with its purchase of a controlling interest in the Philadelphia, Wilmington & Baltimore Railroad in 1881, the Pennsylvania Railroad proceeded to establish a virtual transportation monopoly over the entire Delmarva region. This acquisition was the first important step, as the P. W. & B. was already by far the most important transportation company on the Shore. At one time or another the P. W. & B. had a hand in almost every successful railroad project in the area and control of the P. W. & B. instantly thrust the P. R. R. into a dominant position. The Pennsy quickly moved to bring the various short line tributaries

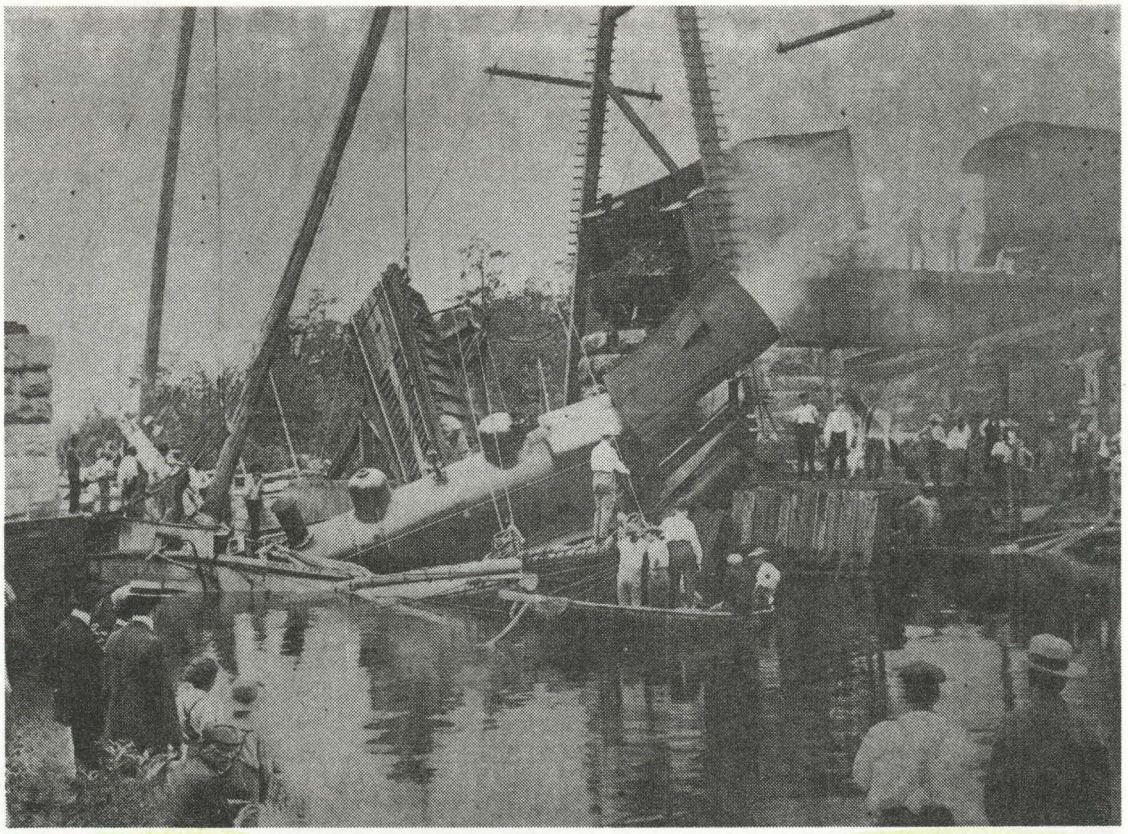


The roundhouse boys at Delmar were obviously proud of the new Atlantic which had been entrusted to their care. (Grover C. Lecates)

of the P. W. & B. more closely under control and continued to extend its power by absorbing all subsequent independent railroads as well as many connecting and competing steamboat lines into its domain.

The old Delaware Railroad was reincorporated under the laws of Delaware and Maryland on January 23, 1899 as a consolidation of the Delaware Railroad, Cambridge and Seaford Railroad, Queen Anne's and Kent Railroad, and the Delaware and Chesapeake Railway. On October 2, 1902, the property of the Baltimore and Delaware Bay Railroad was acquired. The P. W. & B. existed as a separate entity until November 1, 1902. At this time it was reorganized, along with the Baltimore and Potomac Railroad and its various satellites, into the Philadelphia, Baltimore and Washington Railroad. The P. B. & W. renewed its lease on the

Delaware Railroad on March 1, 1910 for 99 years and four months, rental consisting of eight percent on the capital stock, interest on bonds, and organizational expenses. On January 1, 1918, this lease was transferred to the Pennsylvania Railroad. On January 12, 1956, the Delaware, Maryland and Virginia Railroad was merged into the Delaware Railroad and on January 1, 1958, the New York, Philadelphia and Norfolk Railroad was merged into the Penndel Company, a Pennsylvania Railroad subsidiary.[1]



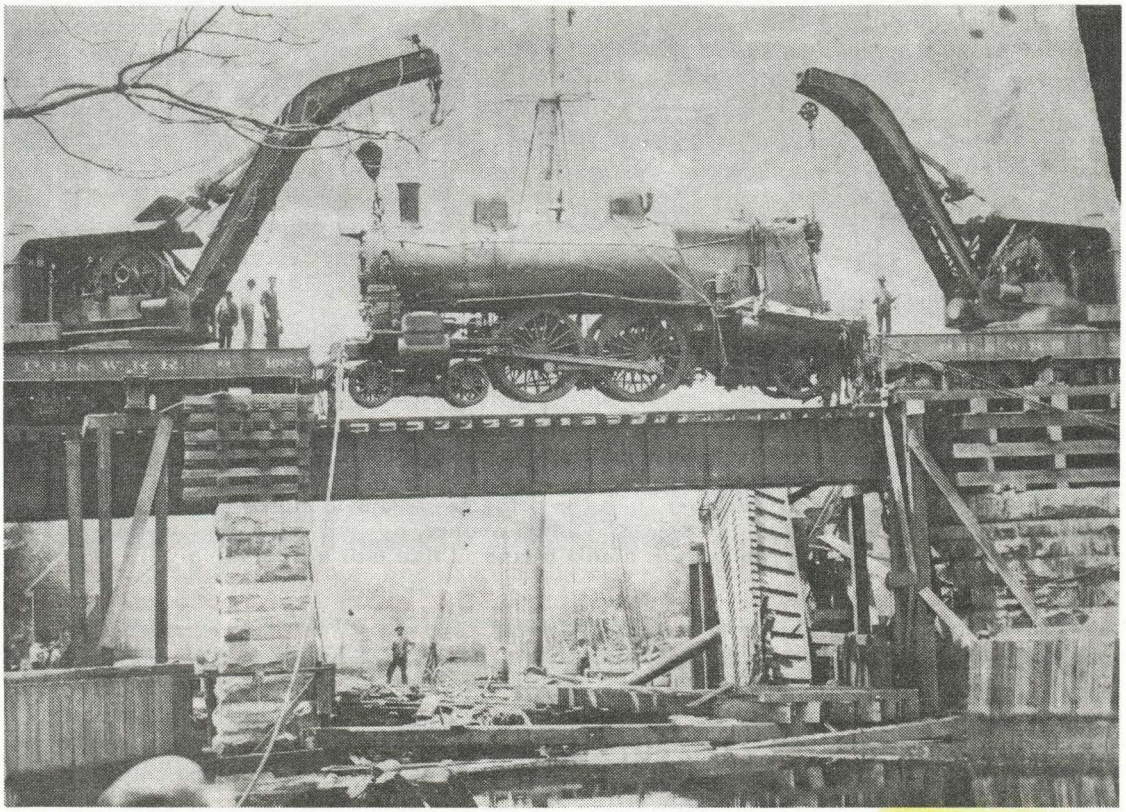
Whoops! Someone made a mistake which allowed a passenger train to try to cross the swing bridge across Broad Creek, near Laurel, while it was open for the schooner *Golden Gate* to pass through. This was the result. (Courtesy, The Mariners Museum)

The Delaware Railroad and its branches had constituted the Delaware Division of the Philadelphia, Wilmington & Baltimore Railroad and continued as such under its successor, the Philadelphia, Baltimore & Washington, with headquarters at Clayton, Delaware. When the New York, Philadelphia & Norfolk Railroad was taken over in 1922, it became the Norfolk Division of the Pennsylvania Railroad, with headquarters at Cape Charles, Virginia. The two were combined in 1930 to form the Delmarva Division, which eventually had its headquarters located at Harrington, Delaware. It should be noted that the Delmarva Division extended only as far north as Armstrong, Delaware. Lines north of there were part of the Maryland Division, which included the old P. W. & B. In 1955 the Delmarva and Maryland Divisions were combined to form the new, semi-autonomous Chesapeake Region.

A number of fine passenger trains were operated by the Pennsylvania Railroad over the Eastern Shore main line, as well as the many branch line locals. Most famous were the crack daytime *Del-Mar-Va Express* and a real old-time overnight train, *The Cavalier.* It's difficult now for many to imagine a time when trains provided the principal means of getting from one place to another, before there were good roads or airlines. To most Delmarvans, a train in recent years has been something that creeps along over weedy, poorly-maintained track, hauling only freight. However, there was a time when rail travel meant going in style. Aboard trains like *The Cavalier,* porters still shined the shoes of sleeping car passengers and in the dining car of the *Del-Mar-Va Express* there were clean white linens and fresh flowers on the table. Equipment was well-maintained, schedules were kept, and the upmost in courtesy was shown by train crewmen toward the traveling public. The *Del-Mar-Va Express* and *The Cavalier* brought a taste of the "high iron" to the Eastern Shore.

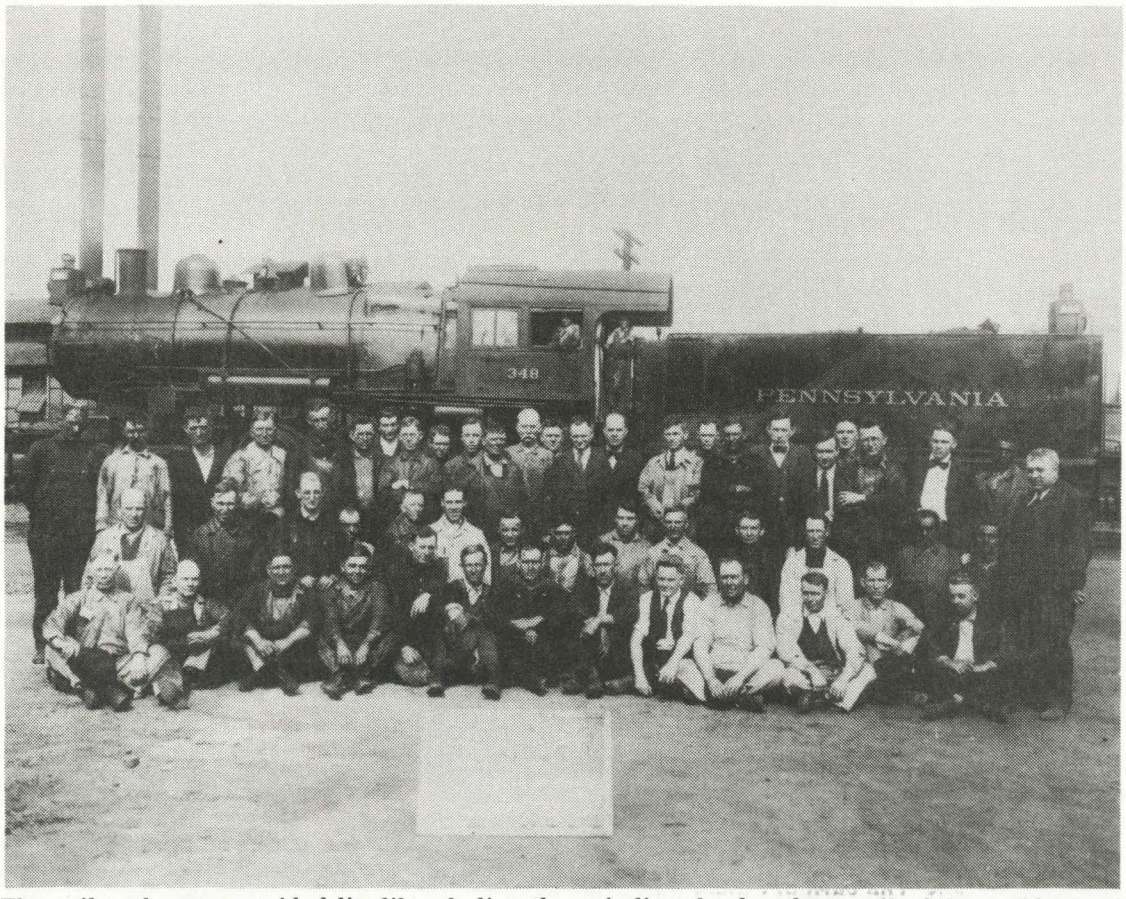
Other named trains were *The Sailor* and *The Mariner. The Furlough* ran southbound on Sundays only to handle the heavy traffic of naval personnel returning to Norfolk from weekend leave. *The Bullet,* probably the only named "motor train" on the Pennsylvania Railroad, operated on the Oxford Branch.

Sadly, several major passenger train disasters were experienced by the P. R. R. on its Delmarva lines. Most costly in terms of lives was the wreck of a northbound excursion train that hit a broken rail near Onley, Virginia on November 31, 1929 and derailed, killing nine people. *The Cavalier* suffered two serious derailments in 1933. Four lives were lost when the train left the rails just south of Salisbury, but, although the death toll was not as high, the second wreck is much more storied. Early on the morning of Sunday, April 2, 1933, *The Cavalier* was speeding on her northward way through central Delaware. Among the sleeping



Two huge railway cranes were needed to lift the engine out of the river. The locomotive, an E3, was brand new when this accident occurred in 1904. She seems to have fared somewhat better than the *Golden Gate.* (Courtesy, The Mariners Museum)

passengers were the members of the Boston Red Sox baseball team, who were aboard three special Pullman cars near the end of the train. They were enroute from Norfolk, where they had won a game on the previous day, to Jersey City, New Jersey. *The Cavalier* was swung onto the southbound main at Harrington to overtake a northbound freight that was standing in her way. At 3:12 a.m., as the train entered a curve at Wyoming, Delaware making about 50 miles per hour, she hit an open switch. The engine plowed into the ground, followed by the tender, which was catapulted through the air, tumbled over several times, and landed with her trucks torn off. The express car immediately behind the tender crashed into the Wyoming Ice and Cold Storage Company building and many of the passenger cars were soon filled with ankle-deep

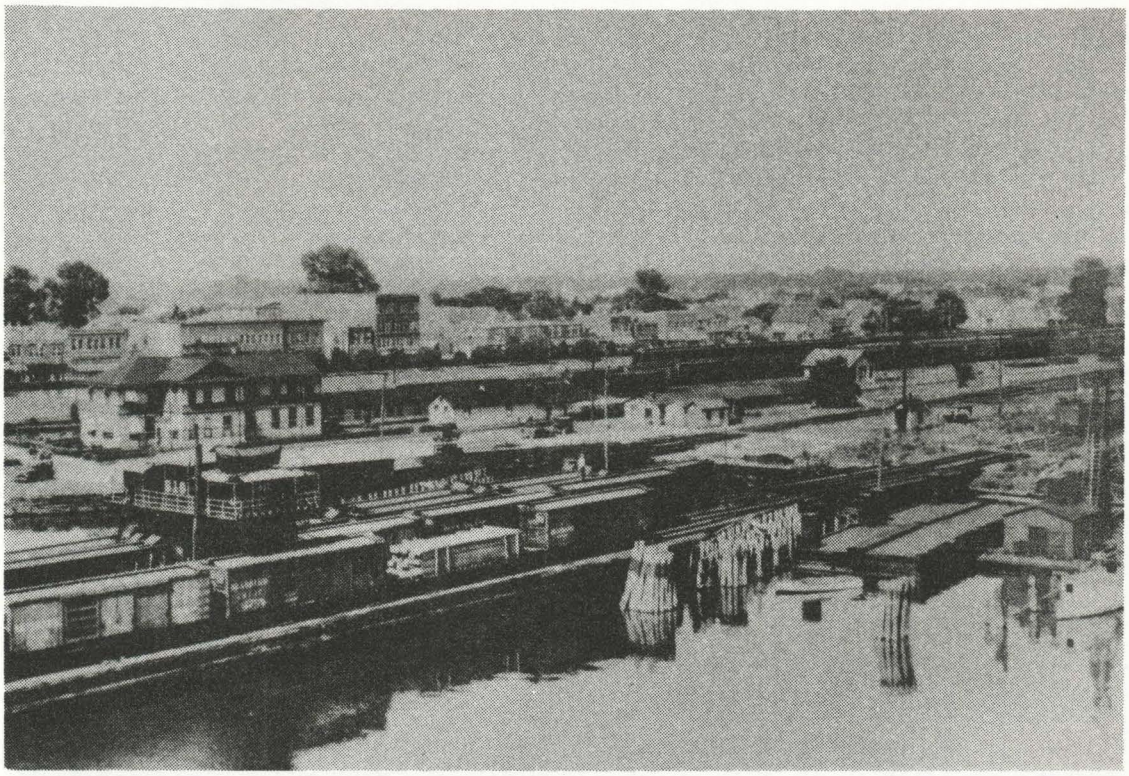


The railroad once provided livelihood, directly or indirectly, for almost all of the residents of Delmar. It's easy to understand by looking at this picture, as more than fifty workers at the Delmar enginehouse proudly pose for a "team picture." (Charles M. Cullen)

water. The first seven of the twelve passenger cars were derailed. The three Pullmans carrying the baseball team stayed on the track. The players, barefoot and wearing only their pajamas, rushed forward to help the injured. They found the engineer, C. A. Burkhard of Wilmington, and fireman, E. L. Poulson of Delmar, dead. Fortunately, these were the only fatalities. Thirteen passengers were injured, none critically. About five hours later a special train took the uninjured passengers on to their destination. The wreck was not cleared until about 6:00 p.m. Police estimated that 20,000 to 30,000 spectators had gathered to view the wreck scene and watch the cleanup operations. Railroad officials at the scene found that the switch lock had been tampered with, raising the possibility that the wreck had been caused by an act of

sabotage. The Red Sox played their scheduled game that evening, beating Jersey City's International League team 12-0.

During the war, the railroads had been the only form of transportation capable of handling the tremendous increase in freight and passenger traffic that it brought about. They were caught with a physical plant that had been ravaged by a decade of economic depression and yet did an excellent job of keeping things moving. On VJ Day, Americans were anxious to forget gasoline rationing and packed trains, so they rushed headlong back to their automobiles. Government efforts in the field of passenger transportation were directed toward highway construction and the development of airways. The railroads had been worn to a frazzle during



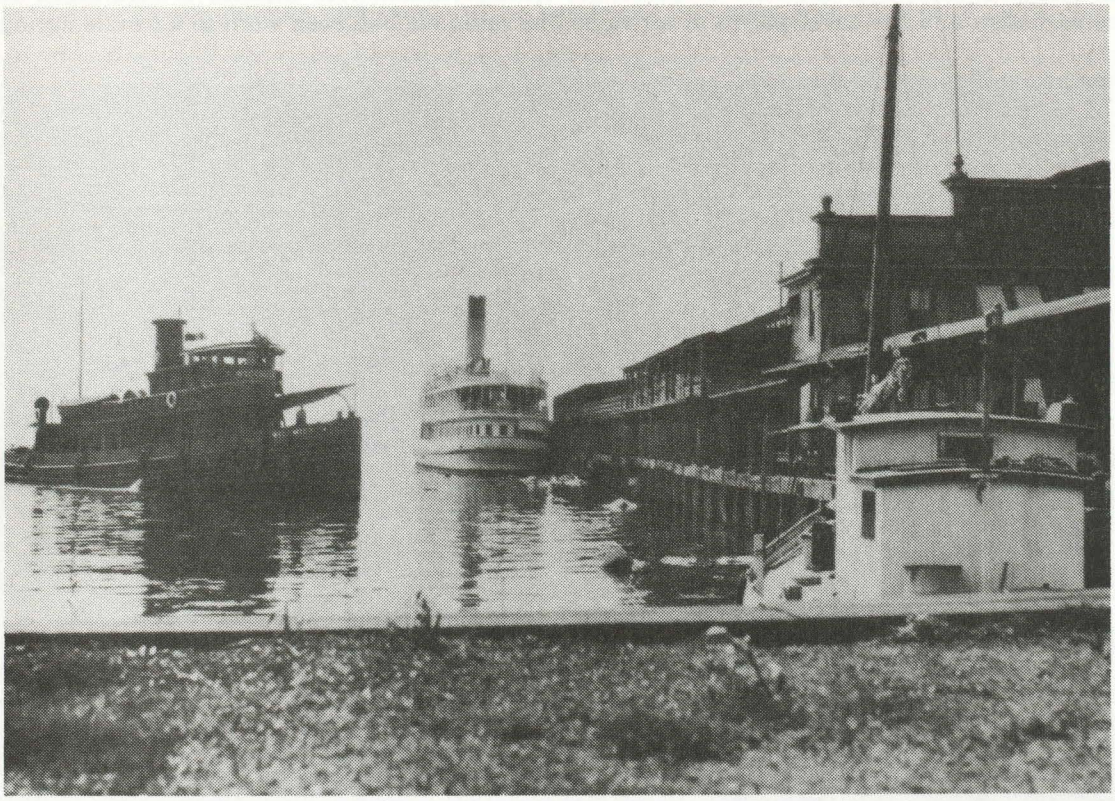
Cape Charles, Virginia was once quite a thriving rail terminal, as this 1928 view demonstrates. The large two-story building at left was at this time serving as headquarters for the Norfolk Division of the Pennsylvania Railroad, having originally been built to house the main offices of the N. Y. P. & N. The yard at Cape Charles is now almost desolate in comparison to this scene. About the only thing which has remained unchanged is the pile driver at lower right, it's still moored in the same spot. (Delmarva Power File Photo)

the war, but were left largely to their own resources in rebuilding afterward. Despite the fact that the railroads faced a declining and increasingly unprofitable passenger market, some expenditures were made for the improvements needed to attract passengers to the rails. With so much else to be done, however, this received low priority. As a result of this turn of events, the American rail passenger industry was effectively destroyed in a very short time. The railroads, once having depended upon passengers as their greatest source of revenue, were now eager to be rid of them.

The downward trend in passenger traffic, which had been felt for many years, was accelerated by the war, and the national trend was evidenced very quickly on the Eastern Shore. In the half-decade between the waning days of World War II and 1949, branch line passenger service was completely wiped out. Main line passenger service was also slashed, so

that by the beginning of the decade of the 1950's, the only trains still operating were the *Del-Mar-Va Express, The Cavalier, The Furlough,* and a daily mail and express train which carried no passengers.

A further blow came in 1953 when the connecting passenger ferry service between Cape Charles and Norfolk was discontinued. The Pennsylvania Railroad had inherited the steamers *Maryland, Pennsylvania,* and *New York* from the N. Y. P. & N. back in 1922. In 1928 the last vessel ever to be built for the Cape Charles-Norfolk service was delivered. She was named



The steamer *Maryland* is tied up at the wharf at Cape Charles about 1928, while the tug *Wicomico* maneuvers in the harbor. (Delmarva Power File Photo)

Virginia Lee and was the most powerful and modern vessel ever used on the route. The *Virginia Lee* was built for the P. R. R. by the Bethlehem Shipbuilding Company of Quincy, Massachusetts and with her arrival the *New York* was transferred to the Baltimore-Love Point run and the *Pennsylvania* was relegated to service as a spare boat. These three steamers remained in service through the long depression years until 1940, when the *Pennsylvania* was finally sold for scrap. The Pennsylvania Railroad may have had cause to regret this action, for shortly thereafter the crunch of wartime traffic hit. To make a difficult situation almost impossible, the federal government requisitioned the flagship of the line, the *Virginia Lee,* in July of 1942, which left only the aging *Maryland* to hold down the route.[2] The only help that she could count on was from the boats of the Virginia Ferry Corporation, an outfit operating passenger and automobile ferries between Cape Charles and Little Creek, Virginia that had been acquired by the Pennsylvania Railroad in 1933.[3]

The *Maryland* performed admirably under very difficult conditions until late 1943, when railroad officials were able to find some help for her. This help came in the form of a fifty-two year old steamer named *Richard Peck* which had formerly belonged to the Fall River Line, a New Haven Railroad subsidiary, that had operated her in excursion service on Long Island

Sound. The *Peck* was leased from the War Shipping Administration by the New York, Philadelphia and Norfolk Railroad Ferry Company, a firm incorporated by P. R. R. in 1934 to conduct its Cape Charles to Norfolk railroad ferry operations. The *Richard Peck* was renamed *Elisha Lee* after a former N. Y. P. & N. superintendent who had become vice president and general manager of the Pennsylvania Railroad.

The *Elisha Lee* was certainly not the most modern vessel, in fact, she was 15 years older than the *Maryland.* Nevertheless, she was a welcome addition to the fleet. Despite her years, she was a fast boat and in her appointments and operation she was a living reminder of the grand manner of water travel in the "Gay '90's." The *Elisha Lee* entered service on March 17, 1944 and with the *Maryland* carried 1,104,600 passengers in that year, by far the greatest number ever handled on the route.

Wartime traffic strained the facilities of the railroad both literally and figuratively. It is recalled that after the Christmas rush in 1944, when it was estimated that there was a crowd of 3,000 on the wharf at one time, it was later discovered that a section of the pier had settled two feet.[4]

As quickly as the railroad had been deluged with traffic during the war, it evaporated after the end of hostilities. Due to declining business, the *Maryland,* last of the N. Y. P. & N. steamers, was placed in reserve in 1948 and was sold for scrap in 1950. The service was operating at an ever-increasing loss and it became more and more difficult to maintain the *Elisha Lee* in condition to meet Coast Guard safety regulations. Early in 1953 the announcement was made that service would be discontinued on February 28.

The station of the Pennsylvania Railroad at Greenwood, Delaware. (Author's Collection)

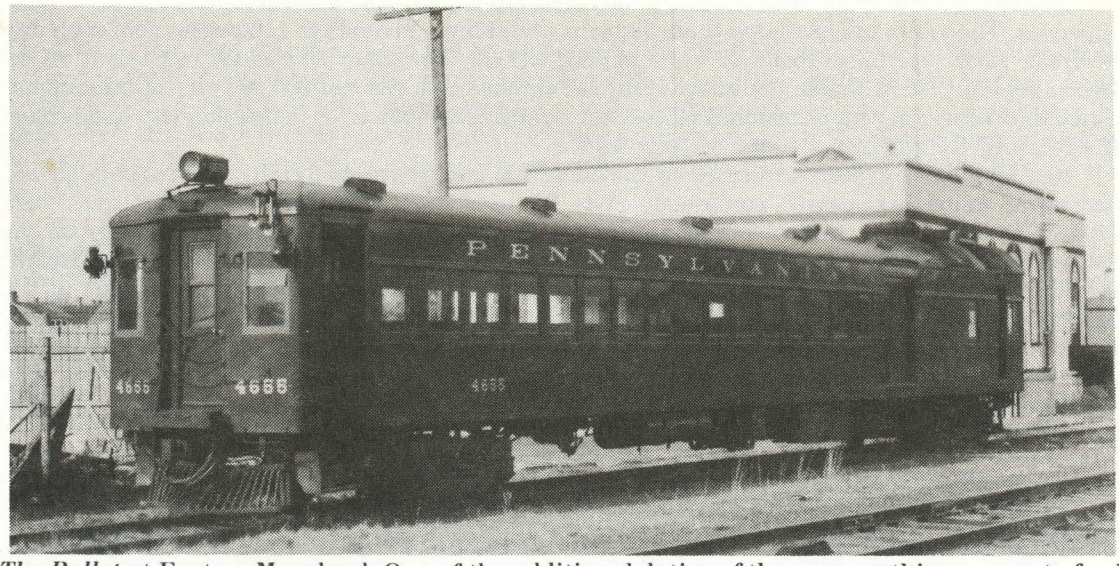
However, a Virginia court denied the railroad's request for permission to abandon the service and ordered that operations be continued for 30 days pending further hearings. The Pennsylvania Railroad boldly proceeded to tie up the *Elisha Lee* as planned. On the evening of

February 28, 1953 she made her last trip from Norfolk to Cape Charles to make her connection with *The Cavalier*. She promptly deadheaded back to Norfolk, bringing to an end nearly 70 years of railroad passenger ferry service across the lower Chesapeake Bay. The Pennsylvania was slapped with a quarter of a million dollar contempt fine for its action. In 1954 the *Elisha Lee* was towed to a Baltimore scrap yard. Veterans of the route stated that she was unquestionably the finest of the long line of steamers that had plied the waters between Cape Charles, Old Point Comfort, and Norfolk.

Shortly after the discontinuance of the passenger ferry service, *The Furlough* and the daily mail and express train were also discontinued. For a time, Carolina Trailways operated a bus connection with the remaining trains between Cape Charles and Norfolk via the Kiptopeke-Little Creek auto ferry, but this was eliminated in 1955. In December of 1955, *The Cavalier* became coach only and in 1956 was dropped from the timetable altogether. The only thing keeping the *Del-Mar-Va Express* alive was the Philadelphia and Cape Charles Railway Post Office, which connected with a motor carrier for Norfolk. With the loss of the mail contract, time was up for rail passenger service on the Eastern Shore south of Delmar. On Saturday, January 11, 1958, locomotive No. 8476 pulled out of Cape Charles with the sad remains of train No. 454, the northbound *Del-Mar-Va Express,* for the last time.[5]

The station at Federalsburg, after standing for years as a vacant ruin, is now being renovated to house the offices of the new Maryland & Delaware Railroad. (W. Alva Long)

Service north of Delmar dwindled to a single train which ran late in the day. When in May, 1965 the P. R. R. discontinued even that, there arose a hue and cry among Delmarvans who felt that passenger service, at least on the Delaware portion of the main line, could be viable. They claimed that passenger trains could be made to pay if only the railroad would provide improved equipment and more convenient scheduling. At their urging, the Pennsylvania agreed to run a new train for a six-month trial period. A contest for naming the train was announced. Hundreds of entries from all over the country were received, but it was eleven year old railroad buff Thomas W. Marray, III of Cheswold, Delaware who won with his suggestion, "The Blue Diamond." He received a $25 savings bond, breakfast with Pennsy officials in their private car on the morning of the inaugural run of *The Blue Diamond,* July 1, 1965, and a cab ride on the day of his choice.



The Bullet at Easton, Maryland. One of the additional duties of the crew on this run was to feed a pheasant which regularly met the train when it stopped at Easton. (H. Robins Hollyday)

FAST, CONVENIENT SERVICE
"THE BULLET"

EFFECTIVE SEPTEMBER 25

Read Down Sun. Only	Read Down Week-days	Eastern Standard Time	Read Up Sat. Only	Read Up Mon. to Fri.
P. M.	A. M.		P. M.	P. M.
7.05	.....	Lv....Oxford, Md....Ar	.....	.....
7.21	7.45	.....Easton, Md.....	4.46	7.02
7.46	8.10	.....Ridgely, Md.....	4.21	6.38
8.11	f 8.30	.....Marydel, Md.....	4.01	f 6.17
8.40	8.51	.....Clayton, Del.....	3.39	5.55
9.33	9.37	Ar..Wilmington, Del..Lv.	2.50	5.05
9.52	9.40	Lv..Wilmington, Del..Ar.	2.44	4.47
10.56	10.42	Baltimore, Md.	1.43	3.45
11.40	11.25	Ar.Washington, D. C..Lv.	1.00	3.00
E 9.38	9.47	Lv..Wilmington, Del..Ar.	2.39	4.43
E New York train leaves Wilmington 10.02 P. M.				
9.58	10.02	.....Chester, Pa.....	.....	4.28
		Philadelphia, Pa.		
10.25	10.19	..Penna. Sta. (30th St.)..	2.10	4.11
10.28	.....	.Broad St. Suburban Sta..	.....	.....
10.44	10.31	...North Philadelphia...	2.01	4.01
11.13	11.00	.....Trenton, N. J.....	1.31	3.32
11.59	11.49	.....Newark, N. J.....	12.45	2.45
		Jersey City		
12.20	12.08	....(Exchange Place)....	12.23	2.23
		New York, N. Y.		
12.23	12.11	....Hudson Terminal....	12.20	2.20
12.15	12.05	Ar.....Penna. Sta.....Lv.	12.30	2.30
A. M.	P. M.		P. M.	P. M.

Light face—A. M. time. Bold face—P. M. time

"f" Stops only on signal.

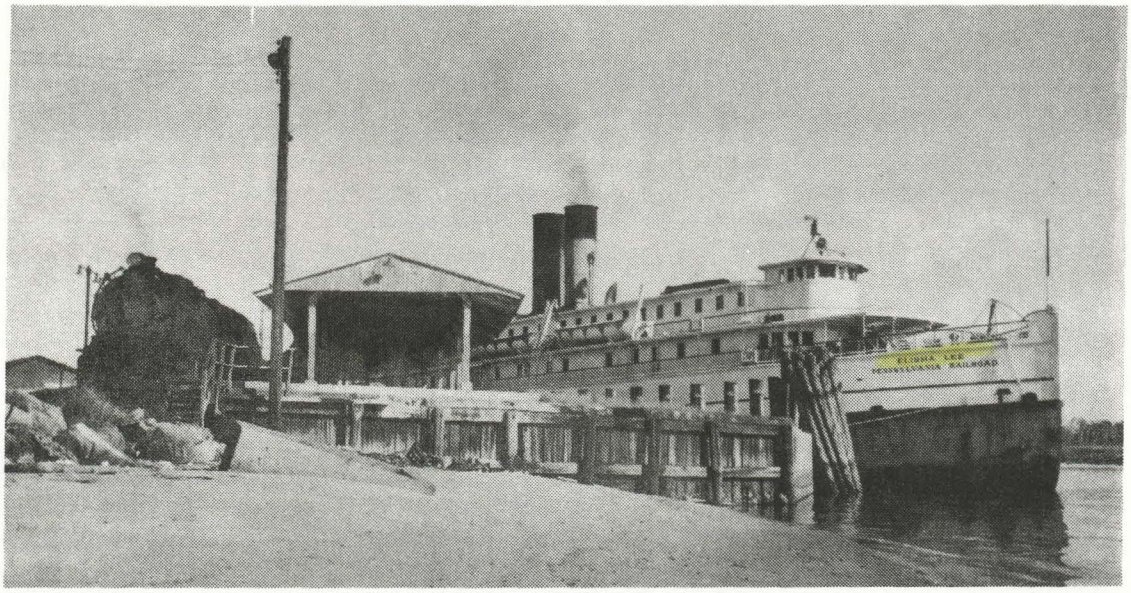
Pennsylvania Railroad

9-19-38

Timetable for *The Bullet* in effect on September 25, 1938. (Willard H. Hart)

The revival was brief, unfortunately, as ridership fell far below the number needed to meet expenses. The railroad calculated that the train would have to average 110 passengers each day to break even, but only about 20 were buying tickets. *The Blue Diamond* was taken off on December 31, 1965. The Pennsylvania Railroad claimed to have lost $50,000 on the experiment. Since that time, only an occasional circus train, railfan excursion, or inspection trip has broken the reign of freight trains south of Wilmington.

Rail freight transportation suffered the same ups and downs as did the passenger business, but never quite disappeared completely. The Pennsylvania Railroad's Delmarva lines were reputed to be its most profitable until the 1930's. However, there is little heavy industry on the Eastern Shore. The perishable agricultural commodities which once filled thousands of freight cars are the type of traffic most vulnerable to truck competition. With improvement in the highway system, much local traffic was lost to motor carriers. Furthermore, production of many commodities requiring a great deal of labor or highly sensitive to weather declined on the Eastern Shore, as it became more economical to produce them in the South and West. The expensive car float operation proved to be more and more of a liability to the Delmarva line as a through route.



This was the scene at the daily rendezvous between steamboat and train at Cape Charles. (Courtesy, The Mariners Museum)

Shortly after acquiring this operation, the Pennsylvania Railroad had begun to make improvements. In 1926 the P. R. R. purchased property near Little Creek, Virginia, east of Norfolk, and by 1929 a new rail-water terminal had been constructed there. Completion of this facility reduced the length of the ferry route from 36 to 26 miles, avoiding much water traffic congestion at Port Norfolk and generally enabling a more efficient operation.[6] A rail line of 2.5 miles was built from Little Creek to Camden Heights where a connection was made with the Norfolk Southern Railway. Trackage rights were obtained over the Norfolk Southern from Camden Heights to Coleman Place, a distance of 3.5 miles. A short spur continued from Coleman Place to a terminus at St. Julian Avenue in Norfolk. Direct interchange could be made via this line with the Norfolk Southern, the Virginian Railway, the Norfolk & Western Railway, and the Norfolk & Portsmouth Belt Line Railroad and, via the Belt Line, with all roads entering Norfolk.

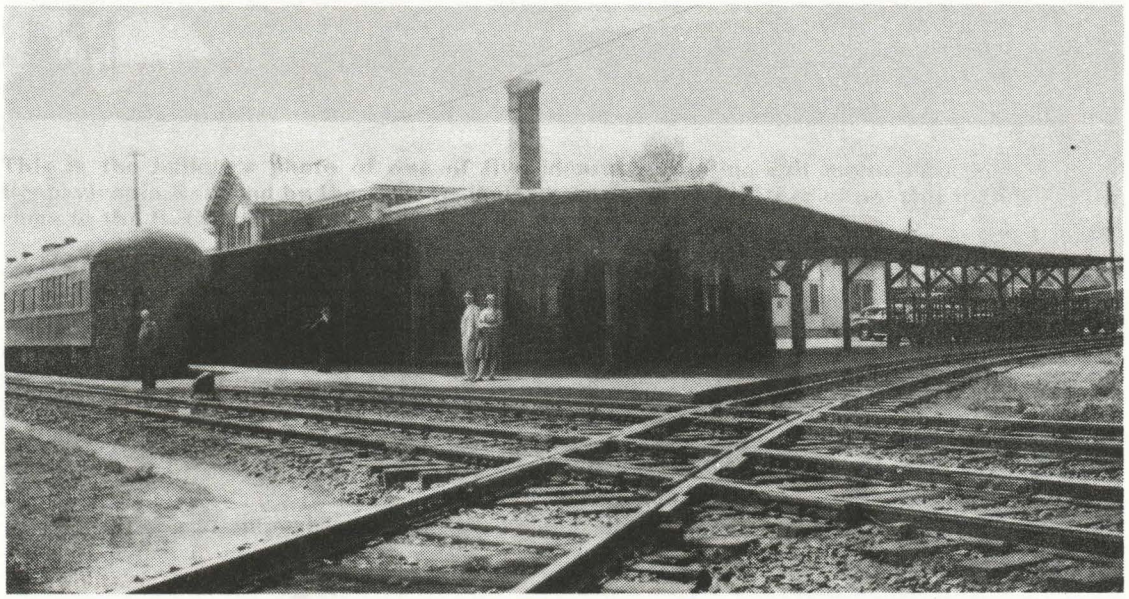
After the end of the Second World War, five ocean-going tugboats were purchased from the U. S. Army, virtually renewing the entire fleet. Three older tugs did remain in service for a time,

also. The Army tugs solved most of the problems with the car ferry operation, as they were able to provide much more dependable service than the older boats they replaced. In the early days of the N. Y. P. & N. it had been customary to name the tugboats after towns and cities along its route. This gave way in later years to naming them after rivers on the Eastern Shore. With the arrival of the five ex-Army tugs, the earlier practice was reverted to and all of the boats were named for towns on the Eastern Shore.

In 1948 the largest and, as it turned out, the last car float to be built for the service was delivered. She was named *Capt. Edward Richardson* after a veteran skipper of the route. The *Richardson* cost half a million dollars and had a capacity of 32 average size freight cars. At that time there were five other floats, each of which could carry 24 cars, as well as two harbor barges in use.

Back in 1885, when car ferry service was first undertaken between Cape Charles and Norfolk, there were many people who doubted that tugboats towing barges could safely navigate the open waters at the mouth of the bay. Their concern was justified, for treacherous currents abound where the waters of the bay meet with the ocean, thick fogs are prevalent, and storms can sweep in from the Atlantic with little warning. However, during the almost ninety-five years that tugs have been escorting car floats across the bay, only one tow has ever been lost. In that instance the connecting cable snapped in a storm and the car float was swept toward the open sea. Rescuers later found her, but she had already broken in half and had been abandoned by her crew. This remarkable safety record stands as a tribute to the seamanship of the men of the "railroad navy" through the years.

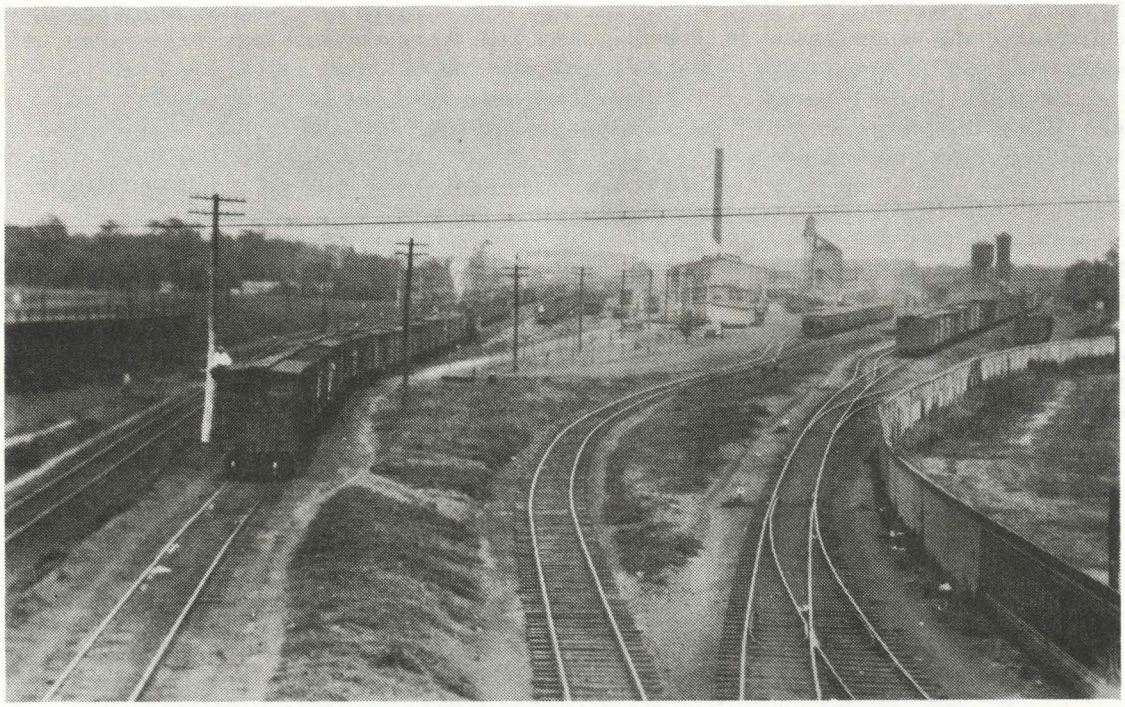
Demonstrative of the precipitous decline in rail activity on the Peninsula over the years are the figures for freight traffic ferried across Chesapeake Bay from Cape Charles to Little Creek. From a high of 1,000 cars per day during World War II, ferry traffic declined to about 400 cars daily, approximately 150,000 cars annually, in the early 1950's.[7] Shortly thereafter, the decision apparently was made to downgrade the Delmarva line as a through route. The second track was removed and maintenance of the remaining single track was sharply reduced. Efforts at traffic solicitation were curtailed. By the mid-1960's, traffic crossing the bay dipped to about the 50,000



Union Station, Salisbury, Maryland, at the crossing of the old B. C. & A. and N. Y. P. & N. main lines, was the center of the Peninsula's rail system. The occasion for the taking of this picture was an "Off the Beaten Track" excursion operated by the P. R. R. on May 4, 1941. The building barely visible behind the station is believed to be the old B. C. & A. station and headquarters building, which was moved from its original location and served as a county office building for a time before being demolished. (William E. Grant)

car mark. At this time the remaining steam tug fleet was scrapped and the diesel tugs *Chicago* and *Philadelphia* were transferred from the Pennsylvania's New York harbor fleet to assume their duties.

The Pennsylvania Railroad actually abandoned very few lines during its long tenure on the Eastern Shore, despite the traffic losses it suffered. Most abandonments took place under its subsidiary, the Baltimore & Eastern Railroad. The only two portions of line on which all service ceased were the D. M. & V. Branch south of Snow Hill and the Oxford Branch below Easton, both of which were abandoned in 1957. Minimal freight service on these lines had been maintained up until the time of abandonment, but passenger service on the Oxford Branch had ended on August 8, 1949 and in the same year on the D. M. & V.[8] Incidentally, the Pennsylvania did build one short piece of track during its administration. This was a one-mile spur of the D. M. & V. Branch which was built to serve an electrical generating station of the Delmarva Power & Light Company at Indian River, Delaware.



Busy Cape Charles Yard is seen here from the east. Note the shop buildings, large coaling tower, and water and sand towers. At one time, there was seven switching locomotives on duty here at all times. (Courtesy, The Mariners Museum)

Despite the dramatic reversal in the fortunes of the railroad during the many years of P. R. R. dominance, Eastern Shoremen will always remember the mighty Pennsylvania Railroad with pride. Many Shoremen spent their lives at work on the old "P double R." One of these men is Mr. W. C. Redden of Cheriton, Virginia. Mr. Redden spent 44 years and 10 months as an employee of the Pennsylvania, by coincidence the exact length of service that his father had had with the railroad. When he recalls some of the more interesting happenings along the line, foremost among them are the tales surrounding one of its most colorful characters, an engineer by the name of Carl Pusey.

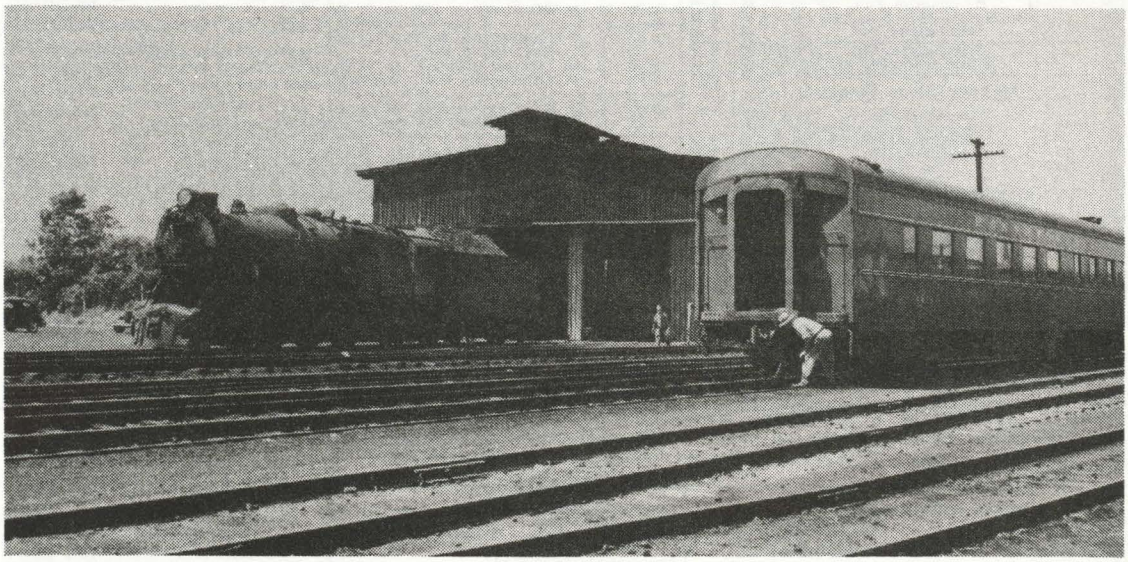
It seems that Mr. Pusey was noted for fast running and was frequently found at the throttle of the hotshot trains. One day when the ferry from Norfolk was late in arriving, the dispatcher at Cape Charles called on Pusey to take the connecting passenger train north, thinking that he would surely make up the lost time if anyone could. "And don't spare the steam," he called just before the engineer climbed into the cab.

Sitting in his office a few minutes later, pondering Pusey's reputation for speed, the dispatcher decided that he'd better call up the line and get word to Pusey telling him not to go TOO fast. He called the first station north of Cape Charles, but was told that "Pusey? He just went by." He next tried the second station ahead, but again the reply was that "He just went by." The answer was the same on the third attempt and so on up the line until the dispatcher realized that the only way he was ever going to catch up with Pusey was to call the other end of the line. The reply from Delmar: "Pusey? He just went home."

One wet Sunday afternoon our old friend Carl was found leaving Cape Charles during a torrential rain. However, the downpour didn't dismay the local inhabitants, who turned out in droves to obey the ancient custom of train watching down at the station. The rain kept falling and the rails got slipperier until, when attempting to leave one station, Pusey's engine could do nothing but spin her drivers. Apparently some of the onlookers were getting a laugh out of the engineer's predicament, so Pusey yelled down to them to "Please close your umbrellas, you're scarin' my engine." They quickly obeyed his instructions. Then Mr. Pusey laid a load of sand on the rails, the drive wheels took hold, and the train pulled slowly away from the station. Pusey then looked back with a smile at the crowd of people standing on the platform, soaked to the skin.

Mr. Redden's recollections remind us of the hardships of railroad life, as well as its past glories. Mr. Redden recalls that he was once on duty for 26½ hours consecutively at his post as yard inspector at Cape Charles.

Perhaps the most spectacular event along the railroad occurred during a driving snowstorm on the afternoon of December 2, 1903 at Greenwood, Delaware. About sixty yards north of the Queen Anne's Railroad junction, a switch engine's brakes failed and it rolled out onto the main line and collided with a southbound freight which was passing through town. A fire broke out in the wreckage and spread to the fifth car from the caboose, which was carrying high explosives. The resulting blast set nine houses on fire and sent terrified residents out into the snow. Twenty percent of the town's inhabitants suffered physical injury and not a single building in town went undamaged. Heroic efforts prevented the fire from spreading, but that night Greenwood was completely deserted. With sub-freezing temperatures and every window in



For more than a century, Delmar was a major rail center. There crews were changed, trains were made up, locomotives were maintained, and cars were repaired. Now the yard is virtually closed and the industry upon which the town was founded provides few of its residents with livelihood. Shown here is the old enginehouse more than a quarter of a century ago. The building where once the powerful K4s was cared for still stands, but has been substantially altered and is now used only to house trucks. (Delaware State Archives, Dover, Delaware)

Eastern Standard Time

DELMARVA DIVISION BRANCH LINES SERVICE AND CONNECTIONS

Oxford Branch

Clayton–Oxford

READ DOWN					Connecting Service for Oxford Branch	READ UP				
PM	PM	AM	AM		Lv / Ar	PM	PM	PM	PM	AM
2.30	w12.30	y 5.25	w3.15	.....	New York, N. Y. — Penna. Sta.	12 10	10.00	10.00	11§50	12g15
2.20	12.20	y 5.00	3.00	.....	New York, N. Y. — Hudson Term.	12.21	10.11	10.11	12§05	12g25
4.12	2.10	y 7.19	.....	.....	Ar. Phila. Penna. Sta. (30th St.) Lv	10.29	.....	.....	10§10	10g35
c 4.45	c 2.39	.....	c 5.48	.....	Ar. Wilmington, Del. Lv	w 9.55	w 7.49	w 7.49	w 9§42	10g02
					Philadelphia, Pa.					
.....	.....	7.40	7.35	.....	Lv Broad Street Station Ar	.....	8.15	8.15	.....	.....
4.12	w2.10	7.44	7.40	.....	Lv Penna. Station (30th Street) Ar	10.29	8.11	8.11	10§10	10g31
4.30	.....	7.59	7.58	.....	Lv Chester, Pa. Ar	10 11	.....	.....	.....	.....
c 4.45	c 2.39	c 8.14	8.14	.....	Ar. Wilmington, Del. Lv	w9.55	7 34	7 34	w 9§42	10g02
3.00	1.00	z 4.20	z 4.20	.....	Lv Washington, D. C. Ar	11.30	9 25	9.25		11.45
3.41	1.42	5.18	5.18	.....	Lv Baltimore, Md. (Penna. Sta.) Ar	10.43	8 42	8 42		11 04
c 4 42	c 2.44	c 6.34	c 6.34	.....	Ar. Wilmington, Del. Lv	z 9.39	7.40	7.40		10 02
e 5 15	e 2.50	8.20	8.15	.....	Lv Wilmington, Del. Ar	c 9.29	s 7.20	s 7.20		c9.35
e 6.05	e 3 37	c 9.24	c 9.12	.....	Ar. Clayton, Del. Lv	e 8.45	6.20	6.20		e8.50
The Bullet 479 Except Sat & Sun	The Bullet 485 Sat. only	483 Sun. only	481 Week-days	Miles	**Oxford Branch** — Clayton–Oxford	The Bullet 478 Week-days	484 Sat. only	480 Except Sat & Sun		482 Sun. & Sept. 3, Nov. 22, Dec. 25, 1945 & Jan. 1, 1946
6.06	3 37	9.25	9.18	.0	Lv Clayton, Del. Ar	e 8.45	c 5.58	c 5.55		e 8.43
.....	.....	9.34	9.27	4.7	" Kenton, Del. Lv	.....	5.47	5.45		.....
f 6 20	f 3.52	f 9.42	9.36	9.6	" Hartly, Del. "	f 8.32	5.37	5.36		f 8.29
f 6 26	f 3.59	f 9.50	9.44	13.8	" Marydel, Md. "	f 8.23	5.27	5.26		f 8.21
f 6 31	f 4.04	f 9.57	9.49	16.6	" Henderson, Md. "	f 8.18	5.19	5.19		.....
f 6.36	f 4.09	f10.03	9.56	19.6	" Goldsboro, Md. "	f 8.13	5.11	5.11		f 8 13
f 6.42	f 4.16	10.13	10.07	23.8	" Greensboro, Md. "	f 8.06	5.01	5.02		8.05
6.49	4 23	10.22	10.16	28.1	" Ridgely, Md. "	7.59	4.46	4.48		7.57
f 6 56	f 4 31	10:31	10.26	32.8	" Queen Anne, Md. "	f 7.52	4.36	4.33		f 7.49
f 7.02	f 4.37	f10.38	10.34	36.1	" Cordova, Md. "	f 7.46	4.16	4 22		f 7.42
.....	.....	.....	f10.40	39.1	" Chapel, Md. "	.....	f 4.09	f 4.15		.....
7.15	4.49	11.02	11.08	44.2	" Easton, Md. (■Cambridge) "	7.34	4.02	4.08		7.30
.....	.....	f11 08	f11.15	47.8	" Llandaff, Md. "	.....	f 3.44	f 3 51		f 7.19
.....	.....	f11.14	11.20	50.5	" Trappe, Md. "	.....	3.40	3 47		f 7.15
.....	.....	11.20	11.27	54.2	Ar. Oxford, Md. Lv	.....	3.33	3 40		7 08
PM	PM	AM	AM			AM	PM	PM		PM

Cambridge Branch

Seaford–Cambridge

READ DOWN			Connecting Service for Cambridge Branch	READ
AM	AM		Lv / Ar	PM
y5.25	w 3.15	.....	New York, N. Y. — Penna. Sta.	10 00
y5.00	3.00	.....	New York, N. Y. — Hudson Term.	10 11
y7.19	.....	.....	Ar. Phila. Penna. Sta. (30th St.) Lv	.....
.....	c 5.48	.....	Ar. Wilmington, Del. Lv	w 7.49
			Philadelphia, Pa.	
7.40	7.35	.....	Lv Broad Street Station Ar	8.15
7.44	7.40	.....	Lv Penna. Station (30th Street) Ar	8.11
7.59	7.58	.....	Lv Chester, Pa. Ar	.....
c 8.14	8.14	.....	Ar. Wilmington, Del. Lv	7.34
z 4.20	z 4.20	.....	Lv Washington, D. C. Ar	9.25
5.18	5.18	.....	Lv Baltimore, Md. (Penna. Sta.) Ar	8 42
c 6.34	c 6.34	.....	Ar. Wilmington, Del. Lv	7.40
8.20	8.15	.....	Lv Wilmington, Del. Ar	s 7.20
c10.30	c10.12	.....	Ar. Seaford, Del. Lv	c 6.20
495 Sun. only	493 Week-days	Miles	**Cambridge Branch** — Seaford–Cambridge	492 Week-days
10.35	10.15	.0	Lv Seaford, Del. Ar	c 4.55
10.53	10.41	9.7	" Federalsburg, Md. Lv	4.32
f10.59	f10.48	13.5	" Williamsburg, Md. "	f 4.21
11.09	10.58	15.8	" Hurlock, Md. "	4.11
11.17	11.07	19.9	" East New Market, Md. "	4.05
11.25	11.16	24.3	" Linkwood, Md. "	3.59
f11.30	f11.21	27.0	" Airey Md. "	f 3.53
f11.35	f11.27	29.5	" Thompson, Md. "	f 3.49
f11.40	f11.32	32.1	" Washington Street, Md. "	f 3.45
11.43	11.35	32.8	Ar. Cambridge, Md. (■Easton) Lv	3.40
AM	AM			PM

Chestertown Branch

Townsend–Chestertown

READ DOWN			Connecting Service for Chestertown Branch	READ UP	
AM	AM		Lv / Ar	PM	PM
y5.25	w 3.15	.....	New York, N. Y. — Penna. Sta.	10.00	10.00
y5.00	3.00	.....	New York, N. Y. — Hudson Term.	10.11	10.11
y7.19	.....	.....	Ar. Phila. Penna. Sta. (30th St.) Lv	.....	.....
.....	c 5.48	.....	Ar. Wilmington, Del. Lv	w 7.49	w 7.49
			Philadelphia, Pa.		
7.40	7.35	.....	Lv Broad Street Station Ar	8.15	8.15
7.44	7.40	.....	Lv Penna. Station (30th Street) Ar	8.11	8.11
7.59	7.58	.....	Lv Chester, Pa. Ar	.....	.....
c 8.14	8.14	.....	Ar. Wilmington, Del. Lv	7.34	7 34
z 4.20	z 4.20	.....	Lv Washington, D. C. Ar	9.25	9.25
5.18	5.18	.....	Lv Baltimore, Md. (Penna. Sta.) Ar	8 42	8.42
c 6.34	c 6.34	.....	Ar. Wilmington, Del. Lv	7.40	7.40
8.20	8.15	.....	Lv Wilmington, Del. Ar	s 7 20	s 7.32
c 9.09	c 9.01	.....	Ar. Townsend, Del. Lv	6.35	6 46
473 Sun. only	471 Week-days	Miles	**Chestertown Branch** — Townsend–Chestertown	470 Week-days	472 Sun. only
9.15	9.05	.0	Lv Townsend, Del. Ar	c 6.20	c 6 40
f 9.21	f 9.11	3.8	" Vandyke, Del. Lv	f 6 02	f 6 34
f 9.27	f 9 17	5.9	" Golt, Md. "	f 5.58	f 6.29
9.34	9.24	9.2	Ar. Massey, Md. Lv	5.50	6.22
10.09	9.59	9.2	Lv Massey, Md. Ar	5.50	6.22
f10.16	f10.06	12.8	" Lambson, Md. Lv	f 5.40	f 6.14
f10.22	f10.12	15.1	" Black, Md. "	f 5.30	f 6 10
10.29	10.19	18 3	" Kennedyville, Md. "	5.21	6.03
f10.34	f10.24	20.7	" Still Pond, Md. "	f 5.13	f 5.58
f10.38	f10.28	22.2	" Lynch, Md. "	f 5 07	f 5 54
f10.43	f10.33	24.4	" Worton, Md. "	f 5 01	f 5 50
10.54	11.15	29.4	Ar. Chestertown, Md. (■Elkton) Lv	4.45	5.35
AM	AM			PM	PM

Crisfield Branch

Princess Anne–Crisfield

READ DOWN		Connecting Service for Crisfield Branch	READ UP
AM		Lv / Ar	PM
7.20	.....	New York — Penna. Sta.	8.30
7.08	.....	New York — Hudson Term.	8.41
9.54	.....	Ar. Wilmington, Del. Lv	6.17
		Philadelphia, Pa.	
.....	.....	Lv Broad Street Station Ar	.....
9.22	.....	Lv Penna. Sta. (30th St.) Ar	6.46
9.39	.....	Lv Chester, Pa. Ar	.....
9.54	.....	Ar. Wilmington, Del. Lv	6.17
z 8.00	.....	Lv Washington, D. C. Ar	8.05
		Baltimore, Md.	
8.45	.....	Lv (Penna. Station) Ar	7.24
c 9.51	.....	Ar. Wilmington, Del. Lv	z 6.24
10 03	.....	Lv. Wilmington, Del. Ar	p 6.10
c 1.03	.....	Ar. Princess Anne, Md. Lv	3.27
499 Week-days	Miles	**Crisfield Branch** — Princess Anne–Crisfield	498 Week-days
1.16	.0	Lv. Princess Anne, Md. Ar	c12.48
1.40	5.5	" Westover, Md. Lv	12.26
1.53	9.2	" Kingston, Md. "	12.18
2.03	12.7	" Marion, Md. "	12.10
f 2.13	16.0	" Hopewell, Md. "	f12.00
2.20	18.6	" Pine Street, Md. "	11.55
2.26	19.2	Ar. Crisfield, Md. Lv	11.50
PM			AM

Delaware, Maryland and Virginia Branch

Harrington–Franklin City

READ DOWN		Connecting Service for Delaware, Maryland and Virginia Branch
AM		Lv / Ar
w 3.15	.....	New York, N. Y. — Penna. Sta.
3.00	.....	New York, N. Y. — Hudson Term.
c 5 48	.....	Ar. Wilmington, Del.
7.35	.....	Lv Philadelphia, Pa. (Broad Street Station)
7.40	.....	Lv Penna. Station (30th Street)
7.58	.....	Lv Chester, Pa.
8.14	.....	Ar. Wilmington, Del.
z 4.20	.....	Lv Washington, D. C.
5.18	.....	Lv Baltimore, Md. (Penna Station)
c 6.34	.....	Ar. Wilmington, Del.
8.15	.....	Lv Wilmington, Del.
c 9.48	.....	Ar. Harrington, Del.
487 Week-days	Miles	**Delaware, Maryland and Virginia Branch** — Harrington–Franklin City
9.53	.0	Lv Harrington, Del.
10.03	4.3	" Houston, Del.
10.15	8.3	" Milford, Del.
10.23	11.3	" Lincoln City, Del.
10.32	15.7	" Ellendale, Del.
10.53	23.9	" Georgetown, Del.
11.03	28.4	" Stockley, Del.
11.19	32.9	" Millsboro, Del.
11.29	36.6	" Dagsboro, Del.
11.37	38.8	" Frankford, Del.
11.53	43.0	" Selbyville, Del.
11.59	46.0	" Bishop, Md.
12.04	47.0	" Showell, Md.
12.24	52.0	" Berlin, Md.
12.37	58.5	" Queponco, Md.
12.50	65.7	" Snow Hill, Md.
f 1.00	71.5	" Girdletree, Md.
f 1.05	74.3	" Hursley, Md.
1.13	78.2	Ar. Franklin City, Va.
PM		

REFERENCE NOTES

§ Sunday only.
● Bus service available between Chestertown and Elkton, connecting at Elkton with certain New York-Washington trains.
■ Bus service available between Cambridge and Easton (P. R. R. Station).
c Passengers change trains.
e No change necessary. Through coaches between Wilmington and Easton-Oxford.
f Stops only on signal or notice to agent or conductor to receive or discharge passengers.
g Runs only on Sept. 3, Nov. 22, Dec. 25, 1945 and Jan. 1, 1946.
p Baltimore and Washington passengers change at Wilmington.
s Baltimore, Washington and New York passengers change at Wilmington.
w No checked baggage New York and Wilmington.
y Passengers change at Pennsylvania Station (30th Street).
z No checked baggage Washington and Wilmington.

Baltimore—Love Point Ferry.

To and from the Eastern Shore. Baltimore and Eastern Railroad.

(READ DOWN) Daily Ex. Sat. P.M.	Daily P.M.	Daily A.M.		Week-days A.M.	(READ UP) Daily A.M.	Daily P.M.	
.....	9.00	3.00	7.00	Lv. Baltimore, Ar. (Pier 5 Light St.)	3.20	11.55	8.20	.....
.....	11.20 P.M.	5.20 P.M.	9.20 A.M.	Ar. Love Point, Lv. (B. & E. R. R. Pier)	1.00 A.M.	9.35 A.M.	6.00 P.M.	.....

Trucks, Automobiles and Passengers handled on all trips.
Rates—Passenger $0.55 one way. One-day Excursion $0.72.
Four-day Excursion $0.94.
(Children five years of age and under 12 half fare.)
Automobiles $2.00 (including driver).
Trucks $3.00 to $6.00 (including driver).
The above fares and rates are subject to Federal Tax.

PLEASE!

Buy Tickets Before Boarding Trains

Your cooperation will be a big help to busy trainmen these wartime days.

To save time, please buy Round Trip Tickets.

In Purchasing Pullman tickets—it is necessary to present your railroad ticket at the same time.

Printed in U. S. A.

This timetable shows Delmarva's rail passenger service while still near its peak. The decline was precipitous from here. (Kent Griffith)

Ferry Service

NEW YORK, PHILADELPHIA AND NORFOLK R. R. FERRY COMPANY, CAPE CHARLES AND NORFOLK

STATEROOMS AND MEALS AVAILABLE ON S. S. ELISHA LEE; MEALS ON S. S. MARYLAND.

TO NORFOLK

	Steamer Elisha Lee Daily	Steamer Maryland Daily	Steamer Elisha Lee Daily
Lv. Cape Charles	*6.20 A.M.	7.00 A.M.	3.20 P.M.
Ar. Old Point Comfort	No Stop	9.00 A.M.	5.20 P.M.
Ar. Norfolk (Brooke Ave.)	9.00 A.M.	10.00 A.M.	6.20 P.M.

*Staterooms may be occupied and automobiles placed after 11.00 P.M. previous evening.

TO CAPE CHARLES

	Steamer Elisha Lee Daily	Steamer Maryland Daily	Steamer Elisha Lee Daily
Lv. Norfolk (Brooke Ave.)	10.00 A.M.	1.00 P.M.	8.00 P.M.
Ar. Old Point Comfort	11.00 A.M.	2.00 P.M.	9.00 P.M.
Ar. Cape Charles	1.00 P.M.	3.50 P.M.	⊕11.00 P.M.

⊕Staterooms may be occupied until 6.00 A.M.

PASSENGER FARES BETWEEN

Cape Charles and Norfolk	$0.70
Cape Charles and Old Point Comfort	.50
Old Point Comfort and Norfolk	.25

PASSENGER AUTOMOBILE RATES	3000 pounds and under	Over 3000 pounds
Cape Charles and Norfolk	$2.50	$3.00
Cape Charles and Old Point Comfort	2.50	3.00
Old Point Comfort and Norfolk	1.00	1.50

Trailers and Station Wagons charged same rates as passenger automobiles.

TRUCK RATES Empty or Loaded	Cape Charles and Norfolk	Cape Charles and Old Point Comfort	Old Point Comfort and Norfolk
1½ tons capacity and under	$3.50	$3.50	$2.50
1¾ to 4 tons capacity (Inc.)	5.00	5.00	4.00

Truck Trailers charged same rates as trucks. Vehicles over 30 feet in length—$.30 for each additional foot. Overhead entrance clearance 7' 2" on Steamer Elisha Lee and 6' 8" on Steamer Maryland. For rates on other vehicles or for further information ask P. R. R. Agents or phone Norfolk 24609 or Norfolk 22271.

STATEROOMS—Containing lower and upper berths are available only on Steamer Elisha Lee.

For occupancy between the ports of Norfolk and Old Point Comfort or Cape Charles, and between Old Point Comfort and Cape Charles, and at the port of Cape Charles for overnight use.

Room for one-way trip only	$1.50
Room with toilet for one-way trip only	1.75
Room for one-way trip and overnight use	♀3.00
Room with toilet for one-way trip and overnight use	♀3.25
Room for overnight use only	♀2.50
Room with toilet for overnight use only	♀2.75

♀ For each occupant in excess of one, using overnight service, an additional charge of 50c will apply.

VIRGINIA FERRY CORPORATION— CAPE CHARLES AND LITTLE CREEK

Bus Service Between Little Creek and Norfolk

SOUTHBOUND

	Mon. only	Daily	Daily	Daily	Daily	Daily	Daily
	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.
Lv. Cape Charles	3.00	5.45	7.15	8.45	10.15	11.45	1.15
Ar. Little Creek	4.45	7.30	9.00	10.30	12.00	1.30	3.00
Ar. Norfolk♦	....	8.05	9.35	11.05	12.35	2.05	3.35
	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.
	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Lv. Cape Charles	2.45	4.15	5.45	7.15	8.45	10.15	11.45
Ar. Little Creek	4.30	6.00	7.30	9.00	10.30	12.00	1.30
Ar. Norfolk♦	5.05	6.35	8.05	9.35	11.05	12.35	....
	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.

NORTHBOUND

	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.
Lv. Norfolk♦	....	5.55	6.55	8.25	9.55	11.25	12.55
Lv. Little Creek	5.00	6.30	8.00	9.30	11.00	12.30	2.00
Ar. Cape Charles	6.45	8.15	9.45	11.15	12.45	2.15	3.45
	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.
	Daily	Daily	Daily	Daily	Daily	Daily	
	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
Lv. Norfolk♦	2.55	3.55	4.25	6.55	8.25	9.55	....
Lv. Little Creek	3.30	5.00	6.30	8.00	9.30	11.00	....
Ar. Cape Charles	5.15	6.45	8.15	9.45	11.15	12.45	....
	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	

♦Buses arrive and depart from Norfolk Southern Bus Corporation, Central Bus Terminal—Plume and Granby Sts., Norfolk.

PASSENGER AUTOMOBILE RATES

3000 pounds and under	$2.50
Over 3000 pounds	3.00

PASSENGER RATES

Cape Charles and Little Creek	$0.50
Bus fare, Little Creek and Norfolk	.20

(Subject to change without notice)

SPECIAL SERVICE FOR TRUCKS AND BUSES— SCHEDULES AND RATES ON APPLICATION— Phone Norfolk 22797

The above fares and rates are subject to Federal Tax.

1st ed. 7500 7-16-45 THE CUNEO PRESS, INC.

New York—Philadelphia and Norfolk

PENNSYLVANIA RAILROAD

TIME TABLES

Eastern Standard Time

Delmarva Division

Including Ferry Service

New York
Philadelphia
Wilmington
Cape Charles
Norfolk
and
Branch Lines

Buy U. S. War Bonds & Stamps for Victory

Eastern Standard Time **(For Branch Servic**

Miles	New York to Norfolk	453 Week-days	451 Week-days	461 Sun. only	Del-Mar-Va Express 455 Daily	The Bullet 485 Sat. only	463 Week-days	The Bullet 479 Except Sat & Sun	459 Sun. only	The Mariner 457 Daily	The Cavalier 449 Daily
		AM	AM	AM	AM	PM	PM	PM	PM	PM	PM
.0	Lv **New York,** { **Penna. Station**	w 3.15	w 3.15	y 5.25	7.20	w12.30	w 1.30	2.30	y8.00	w 8.30	11.15
.....	**N. Y.** { Hudson Terminal	3.00	3.00	y 5.00	# 7.08	12.20	1.20	2.20	y7.50	8.20	11.00
.....	" Jersey City, N. J. (Exchange Place)	u 3.03	u 3.03	uy5.03	#u 7.11	u12.23	u 1.23	u 2.23	yu7.53	u 8.23	u11.03
10.0	" **Newark, N. J.**	3.31	3.31	y 5.40	7.35	12.45	1.45	2.45	y8.15	8.45	n11.29
15.5	" Elizabeth, N. J.	.....	.....	y 5.48	.....	.....	.....	.....	.....	.....	.....
32.7	" New Brunswick, N. J.	.....	.....	y 6.11	.....	.....	v 2.08	.....	.....	.....	.....
58.1	" **Trenton, N. J.**	4.20	4.20	y 6.37	8.25	1.31	2.33	3.30	y9.06	9.29	n12.15
85.9	" North Philadelphia, Pa.	4.54	4.54	y 7.10	8.56	2.01	3.02	4.01	.....	9.57	.....
.....	Ar Phila., Pa., Penna. Station (30th St.)	.....	.....	y 7.19	9.05	2.10	.....	4.12	y9.48	.....	.....
118.1	Ar **Wilmington, Del.**	c 5.48	c 5.48	.....	9.54	c 2.39	c 3.43	c 4.45	.....	c10.35	.....
	Philadelphia, Pa.										
.0	Lv Broad Street Station	5.50	7.35	7.40	.....	.....	3.15	.....	9.50	10.30	.....
.....	Lv Penna. Station (30th Street)	5.59	7.40	7.44	9.22	w 2.10	3.20	4.12	9.55	10.40	.....
13.4	" **Chester, Pa.**	6.26	7.58	7.59	9.39	.....	3.36	4.30	.....	.....	.....
26.7	Ar **Wilmington, Del.**	6.46	8.14	c 8.14	9.54	c 2.39	3.52	c 4.45	10.24	11.14	.....
.0	Lv **Washington, D. C.**	z 4.20	z 4.20	z 4.20	z 8.00	1.00	z 2.00	3.00	8.00	9.00	.....
40.1	Lv **Baltimore, Md.** (Penna. Sta.)	5.18	5.18	5.18	8.45	1.42	2.43	3.41	8.41	9.45	.....
108.6	Ar **Wilmington, Del.**	c 6.34	c 5.34	c 6.34	c 9.51	c 2.44	c 3.45	c 4.42	c9.42	c10.50	.....
.0	Lv **Wilmington, Del.**	7.02	8.15	8.20	10.03	2.50	3.57	5.15	10.30	11.30	.....
6.3	" New Castle, Del.	7.15	.....	8.31	.....	.....	4.09	.....	.....	.....	.....
11.7	" Bear, Del.	7.23	.....	.....	.....	.....	.....	.....	.....	.....	.....
14.4	" Porter, Del.	.....	.....	.....	.....	.....	f 4.20	.....	.....	.....	.....
16.4	" Kirkwood, Del.	7.30	.....	.....	.....	.....	f 4.25	.....	.....	.....	.....
20.6	" Mt. Pleasant, Del.	7.38	.....	.....	.....	.....	.....	.....	.....	.....	.....
24.8	" Middletown, Del.	7.47	8.53	f 8.59	10.39	.....	4.38	f 5.48	11.13	12.06	.....
29.0	" **Townsend, Del.**	7.57	9.01	9.09	.....	.....	4.46	f 5.54	.....	.....	.....
36.8	" **Clayton, Del.** (Smyrna)	8.12	9.12	9.24	10.58	3.37	4.58	6.05	.....	12.26	.....
42.4	" Cheswold, Del.	8.20	.....	f 9.30	.....	.....	f 5.05	.....	.....	.....	.....
47.6	" Dover, Del.	8.31	9.25	9.39	11.14	.....	5.15	.....	.....	12.41	.....
50.7	" Wyoming, Del.	8.36	.....	f 9.43	.....	.....	5.21	.....	.....	.....	.....
54.1	" Woodside, Del.	8.43	.....	.....	.....	.....	f 5.25	.....	.....	.....	.....
56.1	" Viola, Del.	8.47	.....	f 9.50	.....	.....	f 5.28	.....	.....	.....	.....
58.3	" Felton, Del.	8.51	.....	f 9.54	.....	.....	5.32	.....	.....	.....	.....
64.4	" **Harrington, Del.** (*Milford)	9.09	9.48	10.03	11.36	.....	5.43	.....	.....	1.09	.....
68.1	" Farmington, Del.	9.14	.....	.....	.....	.....	.....	.....	.....	.....	.....
72.4	" Greenwood, Del.	9.22	.....	f10.12	.....	.....	5.53	.....	.....	.....	.....
77.0	" Bridgeville, Del.	9.30	.....	f10.18	11.52	.....	6.01	.....	.....	1.27	.....
79.9	" Cannon, Del.	f 9.35	.....	.....	.....	.....	.....	.....	.....	.....	.....
84.2	" **Seaford, Del.**	10.05	10.12	10.30	12.03	.....	6.12	.....	12.26	1.48	.....
90.4	" Laurel, Del.	10.15	.....	10.39	12.13	.....	6.22	.....	.....	1.58	.....
97.3	Ar **Delmar, Del.**	10.25	10.30	10.50	12.23	.....	6.32	.....	12.42	2.10	.....
97.3	Lv **Delmar, Del.**	.....	10.42	.....	12.30	.....	6.32	.....	12.49	2.17	.....
103.2	" **Salisbury, Md.**	.....	11.00	.....	12.42	.....	6.40	.....	1.00	2.37	.....
107.0	" Fruitland, Md.	.....	f11.07	.....	.....	.....	.....	.....	.....	.....	.....
110.2	" Eden, Md.	.....	11.13	.....	.....	.....	.....	.....	.....	.....	.....
116.3	" **Princess Anne, Md.**	.....	11.21	.....	1.03	.....	.....	.....	.....	2.57	.....
124.6	" Costen, Md.	.....	f11.32	.....	.....	.....	.....	.....	.....	.....	.....
128.2	" Pocomoke, Md.	.....	11.42	.....	1.21	.....	.....	.....	.....	3.15	.....
132.1	" Beaver Dam, Md.	.....	f11.47	.....	.....	.....	.....	.....	.....	.....	.....
134.6	" New Church, Va.	.....	11.52	.....	.....	.....	.....	.....	.....	.....	.....
137.6	" Lecato, Va.	.....	12.04	.....	1.34	.....	.....	.....	.....	3.32	.....
138.7	" Oak Hall, Va.	.....	12.08	.....	.....	.....	.....	.....	.....	.....	.....
140.0	" Makemie Park, Va.	.....	12.13	.....	.....	.....	.....	.....	.....	.....	.....
142.3	" Hallwood, Va.	.....	12.17	.....	.....	.....	.....	.....	.....	3.42	.....
144.0	" Mears, Va.	.....	12.21	.....	.....	.....	.....	.....	.....	.....	.....
146.1	" Bloxom, Va.	.....	12.26	.....	.....	.....	.....	.....	.....	r 3.48	.....
147.8	" Hopeton, Va.	.....	12.29	.....	.....	.....	.....	.....	.....	.....	.....
149.7	" Parksley, Va.	.....	12.35	.....	1.50	.....	.....	.....	.....	3.58	.....
152.9	" Green Bush, Va.	.....	12.42	.....	.....	.....	.....	.....	.....	.....	.....
155.5	" Tasley, Va.	.....	12.52	.....	2.04	.....	.....	.....	2.00	4.12	.....
157.0	" Onley, Va.	.....	12.57	.....	q 2.07	.....	.....	.....	.....	.....	.....
160.0	" Melfa, Va.	.....	1.02	.....	.....	.....	.....	.....	.....	.....	.....
162.5	" Keller, Va.	.....	1.06	.....	2.16	.....	.....	.....	.....	4.25	.....
165.0	" Painter, Va.	.....	1.12	.....	.....	.....	.....	.....	.....	.....	.....
167.9	" Belle Haven, Va.	.....	f 1.17	.....	.....	.....	.....	.....	.....	.....	.....
169.5	" Exmore, Va.	.....	1.22	.....	2.27	.....	.....	.....	.....	4.41	.....
173.6	" Nassawadox, Va.	.....	1.30	.....	.....	.....	.....	.....	.....	.....	.....
174.9	" Wierwood, Va.	.....	1.34	.....	.....	.....	.....	.....	.....	.....	.....
176.4	" Birdsnest, Va.	.....	1.39	.....	.....	.....	.....	.....	.....	.....	.....
179.2	" Machipongo, Va.	.....	1.45	.....	.....	.....	.....	.....	.....	.....	.....
183.3	" Eastville, Va.	.....	1.54	.....	2.45	.....	.....	.....	.....	5.00	.....
186.3	" Cobb's, Va.	.....	2.00	.....	.....	.....	.....	.....	.....	.....	.....
187.7	" Cheriton, Va.	.....	2.05	.....	.....	.....	.....	.....	.....	.....	.....
192.3	Ar **Cape Charles, Va.**	.....	2.15	.....	3.00	.....	.....	.....	2.45	5.30	6.00
192.3	Lv **Cape Charles, Va.** (Ferry)	.....	3.20	.....	3.20	.....	.....	.....	.....	6.20 / 7.00	6.20 / 7.00
216.3	Ar **Old Point Comfort, Va.** (Ferry)	.....	6.20	.....	5.20	.....	.....	.....	.....	..... / 9.00	..... / 9.00
228.3	Ar **Norfolk, Va.** (Ferry)	.....	6.20	.....	6.20	.....	.....	.....	.....	9.00 / 10.00	9.00 / 10.00
		AM	PM	AM	PM	PM	PM	PM	AM	AM / AM	AM / AM

Connects at Cape Charles with Virginia Ferry Corp. steamer, leaving Cape Charles 3.00 A. M., arriving Little Creek, 4.45 A. M.

No baggage service.

The Furlough.

Norfolk to New York	462 Week-days	The Bullet 478 Week-days
	AM	AM
Lv **Norfolk, Va.** (Ferry)	.....	.....
" **Old Point Comfort, Va.** (Ferry)	.....	.....
Ar **Cape Charles, Va.** (Ferry)	.....	.....
Lv **Cape Charles, Va.**	.....	.....
" Cheriton, Va.	.....	.....
" Cobbs, Va.	.....	.....
" Eastville, Va.	.....	.....
" Machipongo, Va.	.....	.....
" Birdsnest, Va.	.....	.....
" Wierwood, Va.	.....	.....
" Nassawadox, Va.	.....	.....
" Exmore, Va.	.....	.....
" Belle Haven, Va.	.....	.....
" Painter, Va.	.....	.....
" Keller, Va.	.....	.....
" Melfa, Va.	.....	.....
" Onley, Va.	.....	.....
" Tasley, Va.	.....	.....
" Green Bush, Va.	.....	.....
" Parksley, Va.	.....	.....
" Hopeton, Va.	.....	.....
" Bloxom, Va.	.....	.....
" Mears, Va.	.....	.....
" Hallwood, Va.	.....	.....
" Makemie Park, Va.	.....	.....
" Oak Hall, Va.	.....	.....
" Lecato, Va. ⊕	.....	.....
" New Church, Va.	.....	.....
" Beaver Dam, Md.	.....	.....
" Pocomoke, Md.	.....	.....
" Costen, Md.	.....	.....
" **Princess Anne, Md.**	.....	.....
" Eden, Md.	.....	.....
" Fruitland, Md.	.....	.....
" **Salisbury, Md.**	6.15	.....
Ar **Delmar, Del.**	6.24	.....
Lv **Delmar, Del.**	6.24	.....
" Laurel, Del.	6.32	.....
" **Seaford, Del.**	6.42	.....
" Cannon, Del.	.....	.....
" Bridgeville, Del.	6.52	.....
" Greenwood, Del.	6.59	.....
" Farmington, Del.	.....	.....
" **Harrington, Del.** (*Milford)	7.10	.....
" Felton, Del.	7.18	.....
" Viola, Del.	f 7.22	.....
" Woodside, Del.	f 7.26	.....
" Wyoming, Del.	7.31	.....
" Dover, Del.	7.38	.....
" Cheswold, Del.	f 7.44	.....
" **Clayton, Del.** (Smyrna)	7.53	8.45
" **Townsend, Del.**	8.02	.....
" Middletown, Del.	8.10	.....
" Mt. Pleasant, Del.	f 8.17	.....
" Kirkwood, Del.	f 8.22	.....
" Porter, Del.	f 8.25	.....
" Bear, Del.	f 8.30	.....
" New Castle, Del.	8.39	.....
Ar **Wilmington, Del.**	p 8.49	c 9.29
Lv **Wilmington, Del.**	z 9.08	z 9.39
Ar **Baltimore, Md.** (Penna. Sta.)	10.12	10.43
Ar **Washington, D. C.**	10.55	11.30
Lv **Wilmington, Del.**	8.57	w9.55
Ar **Chester, Pa.**	9.14	10.11
Philadelphia, Pa.		
Ar Penna. Station (30th St.)	9.30	10.29
Ar Broad Street Station	9.35	.....
Lv **Wilmington, Del.**	.....	w 9.55
Lv Phila., Pa., Penna. Sta. (30th St.)	y10.04	10.29
Ar North Philadelphia, Pa.	.....	10.39
" **Trenton, N. J.**	y10.38	11.06
" New Brunswick, N. J.	.....	.....
" Elizabeth, N. J.	.....	.....
" **Newark, N. J.**	y11.20	11.52
" Jersey City, N. J. (Exchange Place)	u11y38	u12.18
" **New York,** { Hudson Terminal	y11.41	12.21
Ar **N. Y.** { **Penna. Station**	y11.35	12.10
	AM	PM

VIRGINIA FERRY CORPORATION, CAPE CHARLES AND NORFOLK, VIA LITTLE C

(Via bus between Norfolk and Little Creek—See complete schedule other side.)

	Mon. only A.M.	Daily A.M.	Daily A.M.	Daily A.M.	Daily A.M.	Daily A.M.	Daily P.M.	Daily P.M.	Daily P.M.	Daily P.M.	Daily P.M.	Daily P.M.
Lv. Cape Charles	3.00	5.45	7.15	8.45	10.15	11.45	**1.15**	**2.45**	**4.15**	**5.45**	**7.15**	**8.45**
Ar. Little Creek	**4.45**	7.30	9.00	10.30	12.00	**1.30**	**3.00**	**4.30**	**6.00**	**7.30**	**9.00**	**10.30**
Ar. Norfolk	....	8.05	9.35	11.05	**12.35**	**2.05**	**3.35**	**5.05**	**6.35**	**8.05**	**9.35**	**11.05**
	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

	Daily A.M.	Daily A.M.	Daily A.M.	Daily A.M.
Lv. Norfolk	....	5.55	6.55	8
Lv. Little Creek	5.00	6.30	8.00	9
Ar. Cape Charles	6.45	8.15	9.45	11
	A.M.	A.M.	A.M.	A

(see other side)

Del-Mar-Va Express 454 Daily	452 Week-days	468 Sun. only	The Sailor 458 Daily	460 Sun. & Sept. 3, Nov. 22, Dec. 25, 1945, and Jan. 1, 1946	450 Week-days	The Cavalier 448 Daily	The Mariner 456 Daily
AM	PM	PM	PM	PM	PM	PM	PM
10.00	.....	.....	1.00	.....	1.00	8.00	8.00
11.00	.....	.....	2.00	.....	2.00	9.00	9.00
1.00	.....	.....	3.50	.....	3.50	11.00	11.00
1.20	.....	.....	4.05	.....	4.20	11.30	11.59
.....	.....	.....	.....	.....	4.28	.....	.....
.....	.....	.....	.....	.....	4.31	.....	.....
1.37	.....	.....	.....	.....	4.36	.....	.....
.....	.....	.....	.....	.....	4.45	.....	.....
.....	.....	.....	.....	.....	4.51	.....	.....
.....	.....	.....	.....	.....	f 4.54	.....	.....
.....	.....	.....	.....	.....	4.57	.....	.....
1 1.48	.....	.....	.....	.....	5.07	.....	m12.34
1.58	.....	.....	.....	.....	f 5.11	.....	.....
.....	.....	.....	.....	.....	5.15	.....	.....
2.09	.....	.....	.....	.....	5.23	.....	12.45
.....	.....	.....	.....	.....	5.29	.....	.....
.....	.....	.....	.....	.....	5.34	.....	f12.53
2.26	.....	.....	.....	.....	5.42	.....	1.02
.....	.....	.....	.....	.....	f 5.47	.....	.....
2.36	.....	.....	.....	.....	5.55	.....	f 1.11
.....	.....	.....	.....	.....	5.59	.....	.....
.....	.....	.....	.....	.....	6.03	.....	.....
.....	.....	.....	.....	.....	f 6.06	.....	.....
.....	.....	.....	f 5.06	.....	6.14	.....	.....
.....	.....	.....	.....	.....	6.19	.....	.....
.....	.....	.....	.....	.....	6.23	.....	.....
2.56	.....	.....	.....	.....	6.33	.....	f 1.28
.....	.....	.....	.....	.....	6.39	.....	.....
.....	.....	.....	.....	.....	f 6.44	.....	.....
3.08	.....	.....	.....	.....	6.52	.....	1.42
.....	.....	.....	.....	.....	f 6.57	.....	.....
3.27	.....	.....	.....	.....	7.12	.....	2.00
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
3.48	.....	.....	5.52	.....	7.42	.....	2.21
3.58	.....	.....	6.00	.....	7.52	.....	2.29
4.12	4.40	5.15	6.07	7.30	8.00	e1.56	2.36
.....	4.50	5.24	.....	7.38	8.12	.....	f 2.47
4.32	5.05	5.36	.....	7.46	8.29	.....	3.00
.....	.....	.....	.....	.....	.....	.....	.....
.....	5.16	5.45	.....	7.55	8.42	.....	f 3.11
.....	5.23	5.52	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
4.53	5.35	6.00	.....	8.10	9.01	.....	f 3.29
.....	5.43	6.08	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
.....	5.55	6.18	.....	.....	.....	.....	.....
5.10	6.04	6.25	7.09	8.28	9.26	.....	f 3.53
.....	.....	.....	.....	.....	f 9.35	.....	.....
.....	6.20	6.37	.....	8.50	9.45	.....	4.09
.....	.....	.....	.....	.....	.....	.....	.....
.....	6.35	6.46	.....	.....	.....	.....	.....
.....	6.44	6.56	.....	9.05	10.05	.....	f 4.30
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
.....	7.09	7.21	.....	.....	.....	.....	.....
p 5.10 s	7.20 s	7.32 p	8.05	c 9.35	s10.42	.....	p 5.07
1 5.24	7.40	7.40 z	8.40	10.02	12.07	.....	z 5.52
5.24	8.42	8.42	9.42	11.04	1.08	.....	7.05
5.05	9.25	9.25	10.25	11.45	2.10	.....	8.00
5.17	7.34	7.34	8.13	w 9§42	10g02	11.00	5.15
.....	.....	.....	.....	.....	.....	11.17	5.33
.....	.....	.....	.....	.....	.....	.....	.....
5.46	8.11	8.11	8.41	10§10	10g31	11.35	5.55
.....	8.15	8.15	.....	.....	.....	11.42	6.00
.....	.....	.....	.....	.....	.....	.....	.....
6.17	w 7.49	w 7.49	8.13	w 9§42	10g02	10.53	.....
6.48	.....	.....	8.45	10§10	10g35	.....	h 7.04
6.58	8.29	8.29	8.55	10§20	10g44	11.39	.....
7.26	8.56	8.56	.....	10§48	11g13	12.06	5.32 h 7.41
.....	.....	.....	.....	.....	11g36	.....	6.00 .....
.....	.....	.....	.....	.....	.....	.....	.....
8.07	.....	.....	.....	.....	.....	.....	.....
8.14	9.44	9.44	10.19	11§33	11g59	12.52	6.31 h 8.31
u 8.38	u10.08	u10.08	u10.38	u12§02	u12g22	u 1.17	u 6.48 u 8h49
8.41	10.11	10.11	10.41	12§05	12g25	1.20	6.51 h 8.52
8.30	10.00	10.00	10.35	11§56	12g15	1.10	6.50 h 8.47
PM	PM	PM	PM	PM	AM	AM	AM AM

Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
25	11.25	12.55	2.55	3.55	4.25	6.55	8.25	9.55
30	12.30	2.00	3.30	5.00	6.30	8.00	9.30	11.00
15	2.15	3.45	5.15	6.45	8.15	9.45	11.15	12.45
M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.

CAR SERVICE

(Coaches on all trains)

Meals are served on steamers between Cape Charles and Norfolk

No. 448—The Cavalier.
Coaches.....Cape Charles to New York.

No. 449—The Cavalier.
Coaches.....New York to Cape Charles.

No. 450.
Coaches.....Cape Charles to Philadelphia.

No. 451.
Coaches.....Philadelphia to Cape Charles.

No. 452.
Coaches.....Delmar to Philadelphia.

No. 453.
Coaches.....Philadelphia to Delmar.

No. 454—Del-Mar-Va Express.
Dining Car.....Cape Charles to New York.
Coaches.....Cape Charles to New York.

No. 455—Del-Mar-Va Express.
Dining Car.....New York to Cape Charles.
Cafe Coach.....New York to Delmar.
Coaches.....New York to Cape Charles.

No. 456—The Mariner.
Coaches.....Cape Charles to Philadelphia.

No. 457—The Mariner.
Coaches.....Philadelphia to Cape Charles.

No. 458—The Sailor.
Coaches.....Cape Charles to New York.
Cafe Coach.....Delmar to New York.

No. 459—The Furlough.
Coaches.....Philadelphia to Cape Charles.
No checked baggage handled on this train.

No. 460.
Coaches.....Delmar to Wilmington.
Oxford to Wilmington (from No. 482 at Clayton.)

No. 461.
Coaches.....Wilmington to Delmar.

No. 462.
Coaches.....Salisbury to Philadelphia.

No. 463.
Coaches.....Philadelphia to Salisbury.

Reference Notes

§ Sunday only.

■ Taxi service available between Harrington and Milford.

g On Sundays leaves Hudson Terminal 6.57 A.M., Jersey City 7.00 A. M.

⊕ Taxicabs are operated between Lecato and Chincoteague meeting all trains except Nos. 456 and 457.

c Passengers change trains.

e Stops only to receive passengers for New York and beyond.

f Stops only on signal or notice to agent or conductor to receive or discharge passengers.

g Runs only on Sept. 3, Nov. 22, Dec. 25, 1945 and Jan. 1, 1946.

h Week-days only; on Sundays leaves Penna. Sta. (30th St.) 7.12 A. M. and arrives New York (Penna. Sta.) 8.55 A. M. Passengers change at Pennsylvania Station (30th Street).

m Stops only on notice to conductor to discharge pay passengers from Norfolk and Old Point Comfort and on signal or notice to agent to receive passengers for Wilmington and beyond.

n Stops to receive passengers for points south of Wilmington.

p Baltimore and Washington passengers change at Wilmington.

q Stops only on notice to conductor to discharge passengers from Wilmington and beyond.

r Stops only on notice to conductor to discharge passengers from Wilmington and beyond or on signal or notice to agent to receive passengers for Cape Charles and beyond.

s Baltimore, Washington and New York passengers change at Wilmington.

u Hudson and Manhattan R.R. Station.

v Stops only to receive passengers.

w No checked baggage New York and Wilmington.

y Passengers change at Pennsylvania Station (30th Street).

z No checked baggage Washington and Wilmington.

Information

The time from 12.01 A. M. to 12 o'clock noon, inclusive, is indicated by light-face type; **from 12.01 to 12 o'clock, midnight, inclusive, by dark-face type.**

ADJUSTMENT OF FARES—Should any misunderstanding arise with conductors or agents as to the proper fare or ticket privileges, please pay fare requested, take receipt and communicate with General Passenger Agent, Pennsylvania Station, Philadelphia 4, Pa.

CHILDREN—Under 5 years of age, free, when accompanied by parent or guardian; 5 years of age and under 12, one-half fare; 12 years of age or over, full fare.

RESPONSIBILITY — The Pennsylvania Railroad is not responsible for errors in time tables, nor for inconvenience or damage resulting from delayed trains or failure to make connections, or for shortage of equipment. The schedules and equipment shown in this time table are subject to change without notice.

FORWARDING OF BAGGAGE—Passengers are urged to check baggage in advance so that it may be forwarded on a preceding train. Every effort will be made to facilitate the handling of baggage, but the Railroad cannot guarantee the forwarding of baggage on same train with owner; nor can time of arrival at destination to which checked be guaranteed.

Information, Reservations and City Ticket Offices

New York, N. Y.— *Telephone*
Pullman Reservations.....PEnnsylvania 6-2000
Information Bureau.....PEnnsylvania 6-5000
8 West Forty-seventh Street.....Wisconsin 7-4800
4 West Thirty-third Street..PEnnsylvania 6-0744
17 John Street.....BArclay 7-7600
Travel Service Bureau, Penna. Sta...PEnnsylvania 6-6000

Brooklyn, N. Y.—
155 Pierrepont Street.....TRiangle 5-7440

Newark, N. J.—
Pullman Reservations.....MArket 2-5500
10 Commerce Street.....MArket 2-4000

Philadelphia, Pa.—
Pullman Reservations.....EVErgreen 3030
1417 Chestnut Street.....EVErgreen 1000
119 South Ninth Street.....WALnut 6500

Wilmington, Del.—
Pullman Reservations.....3-4141
914 Market Street.....7241

Baltimore, Md.—
Pullman Reservations.....MUlberry 8100
Baltimore and Light Streets.....PLaza 5430

Washington, D. C.—
Pullman Reservations.....EXecutive 4300
Information Bureau.....EXecutive 7900
626 14th Street, N. W......EXecutive 6600

Norfolk, Va.—
Granby St. & City Hall Ave......24609

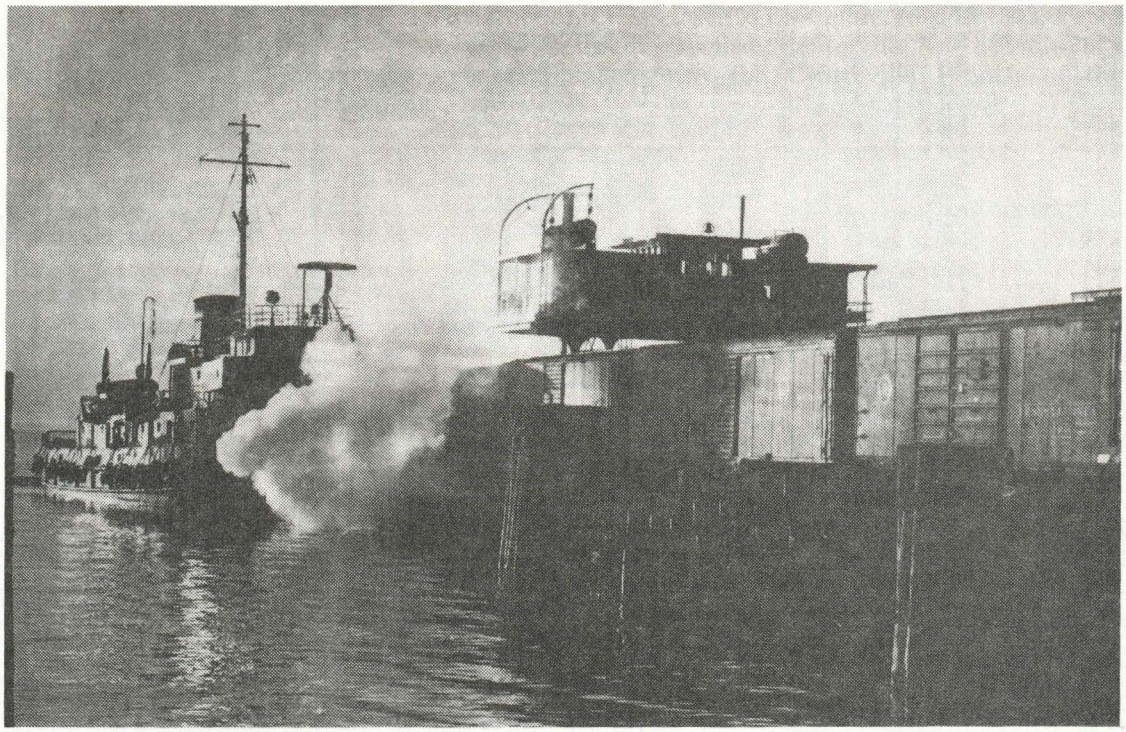
F. M. Ware, General Passenger Agent, Pennsylvania Station, (30th St.) Philadelphia 4, Pa.

E. R. Comer, General Passenger Agent, Pennsylvania Station, New York 1, N. Y.

W. L. Wright, Jr., District Passenger Agent, Royster Bldg., Granby Street & City Hall Avenue, Norfolk 10, Va.

W. N. Pippin, Division Passenger Agent, Delaware Trust Bldg., 914 Market Street, Wilmington 50, Del.

town broken, the entire populace was forced to seek shelter with friends and relatives in neighboring towns. A freight car's brake wheel was found a mile west of town and for years afterward people continued to discover debris throughout the area which had been hurled great distances by the explosion.[9]



The last light of the day falls on a dramatic scene as the car ferry from Little Creek arrives at Cape Charles. (Orlando V. Wootten)

In 1968, the Pennsylvania Railroad Company, the major force in Delmarva railroading for 87 years, ceased to exist as a separate corporate entity. The railroad was in dire financial straits, though few realized it at the time. Like two drowning swimmers clinging to each other, the Pennsylvania and its arch rival, the New York Central Railroad, merged to form the Penn Central.

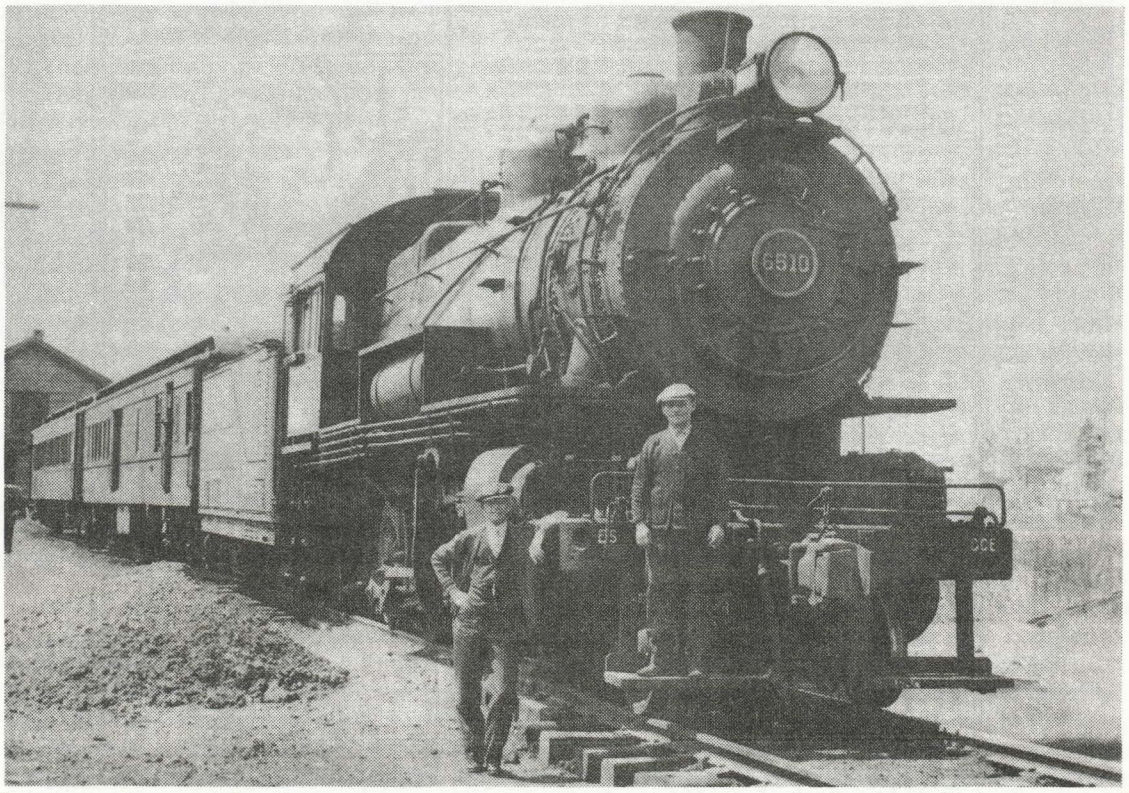
As a part of the Penn Central System, the Eastern Shore fared poorly. By this time the Delmarva main line was viewed more as an insignificant feeder than an important main line. As the fortunes of Penn Central ebbed, track conditions and the quality of service fell to deplorable levels. With bankruptcy came increased efforts to trim excess plant and eliminate unprofitable service. In 1972 the entire Cape Charles Branch, from Cape Junction to Kiptopeke, and a portion of the Rehoboth Branch, from Lewes to Rehoboth, were abandoned.[10] The reorganization plans of the company raised the specter of sweeping abandonments on the Eastern Shore.

These plans did not come to pass and further efforts to abandon trackage on the Peninsula were unsuccessful. A petition for the abandonment of the Crisfield Branch was denied by the ICC. The Penn Central also filed for abandonment of the Centreville Branch after damage caused by Hurricane Agnes rendered it out of service. However, this petition was withdrawn when the Penn Central entered into a then-unique agreement with local shippers. They agreed to pay for the repairs needed to put the line back in operating condition and to pay a per-car surcharge to help offset the deficit that Penn Central claimed to be suffering in operating the branch. Subsidization of light density branches has since become commonplace.

One other abandonment which should be mentioned is that of a portion of the old New Castle & Wilmington line. This railroad provided the Eastern Shore with its first link to the outside recently, the upgrading of the line between Newark and Porter provided better routes for moving traffic to and from the Peninsula from and to the east and west, respectively. The old line was rendered of little use as a main line through use of the other routes just mentioned. The portion from New Castle to Farnhurst is still in regular use, but beyond there the track has been removed.

By 1973 the rail situation in the Northeast had worsened to the point that Congress was forced to provide a remedy. The Regional Rail Reorganization Act was passed which provided for the formation of a federally-backed company, known as the Consolidated Rail Corporation (Conrail), to acquire the viable portions of the Penn Central and other bankrupt carriers.

The act called for the United States Railway Association (USRA) to plan the service which Conrail would operate. Those lines declared "potentially excess" were considered by the USRA to be operating at a deficit, requiring a subsidy of that amount to be paid to Conrail before it would undertake to operate them. Limited federal funds would be available for this purpose, with local government or shippers eventually shouldering the burden. The act also provided generous protection to railroad employees from any ill effects which might result from the reorganization. On Delmarva, Conrail envisioned very limited operations, only the main line as far south as Pocomoke and the D. M. & V. Branch being recommended for unsubsidized continuance. It was also obvious that this area would be low on Conrail's priority list for rehabilitation.



Engineer Argo and his fireman pose with their locomotive at Oxford, Maryland. This was one of the last steam-powered passenger trains to make the run to Oxford and Mr. Hollyday, the photographer, had the privilege of riding in the cab of No. 6510. Incidentally, we can tell by her number that 6510 is one of the engines formerly assigned to the N. Y. P. & N. The "CCE" stenciled on her pilot indicates that the Cape Charles shops are responsible for seeing to her scheduled maintenance. (H. Robins Hollyday)

Another provision of the act permitted the acquisition of lines by solvent carriers if such acquisitions would not impair Conrail or other carriers and if contracts could be reached with the unions involved. There were proposals for purchase of the lines on Delmarva by a number of parties, including the Southern Railway, Seaboard Coast Line, Richmond, Fredericksburg & Potomac (mostly as a defensive measure), as well as a long-standing offer from an independent group, the Eastern Shore Railroad Company. The only one which met with the criteria set forth by Congress was that submitted by Southern Railway, which was given the "green light" by the USRA for a purchase of the Delmarva operations from the bankrupt Penn Central's trustees.

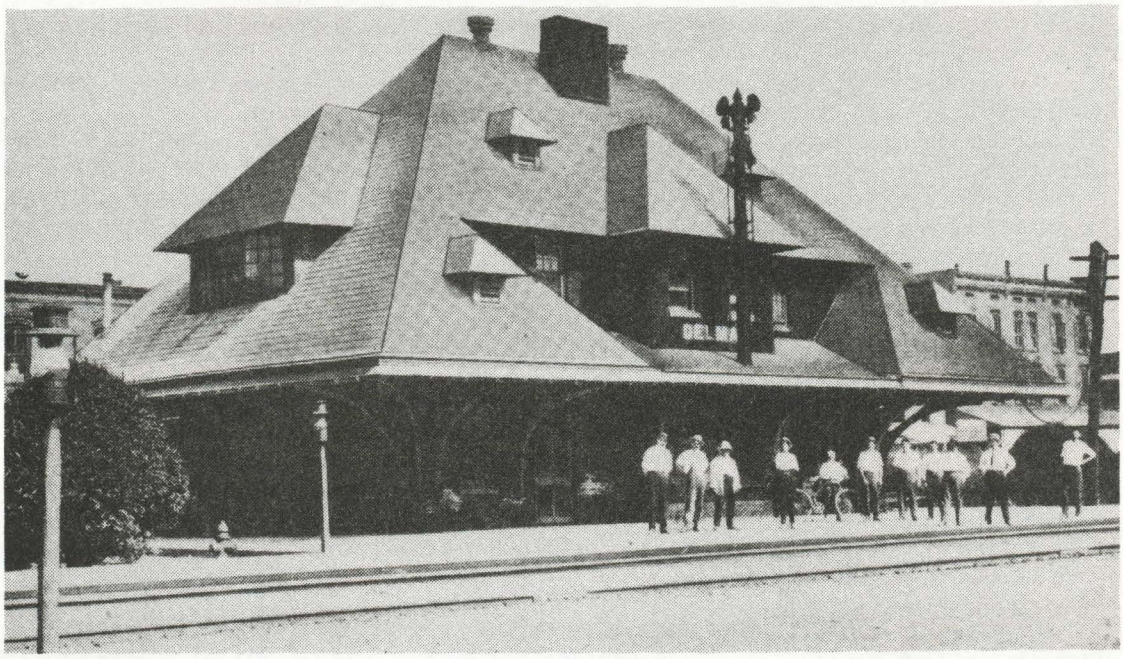
Southern was prepared to invest substantial sums in upgrading the physical plant and the quality of service offered to Delmarva rail shippers. The proposal received unqualified endorsement from almost all sectors, including business, labor, government, and the general public. The salvation of Delmarva railroading seemed assured. However, some of the unions with whom contracts were needed for the takeover to occur were unable to reach an agreement with Southern. Tremendous pressures were brought to bear on the parties to find a solution, but, unfortunately, all of the hard work came to nothing.

Despite its obvious benefits and the unprecedented measures taken in support of the Southern acquisition, Conrail instead assumed operation of Delmarva's rail network on April 1, 1976. Subsequent legislation allowed federal subsidy funds to be applied to cover 100% of the deficit for individual lines with an increasing responsibility to be borne at the local level after the first year. Therefore, of the Penn Central lines on the Peninsula, only the Smyrna Branch and all but the first mile of the Crisfield Branch were taken out of service immediately.

This simple wooden structure was the station at Viola, Delaware. (Delaware State Archives, Dover, Delaware)

Conrail had quite a job to do upon assuming the operation of six bankrupt railroads and the Delmarva area could command very little attention in the first hectic year. Furthermore, Conrail could not be expected to expend much effort on lines that it was operating only under subsidy and was unlikely to be operating after 100% federal subsidization ended. Consequently, conditions on Delmarva continued to deteriorate during the early months of Conrail operation. As the first year drew to a close, shippers, communities, and local governments interested in lines requiring subsidy thereafter were forced to decide on what course they would pursue in order to preserve service. Conrail, with its very high operating costs, would require huge subsidies merely to continue existing service. A cheaper, though still not inexpensive, alternative was offered by an independent group of railroad operators. They proposed to provide

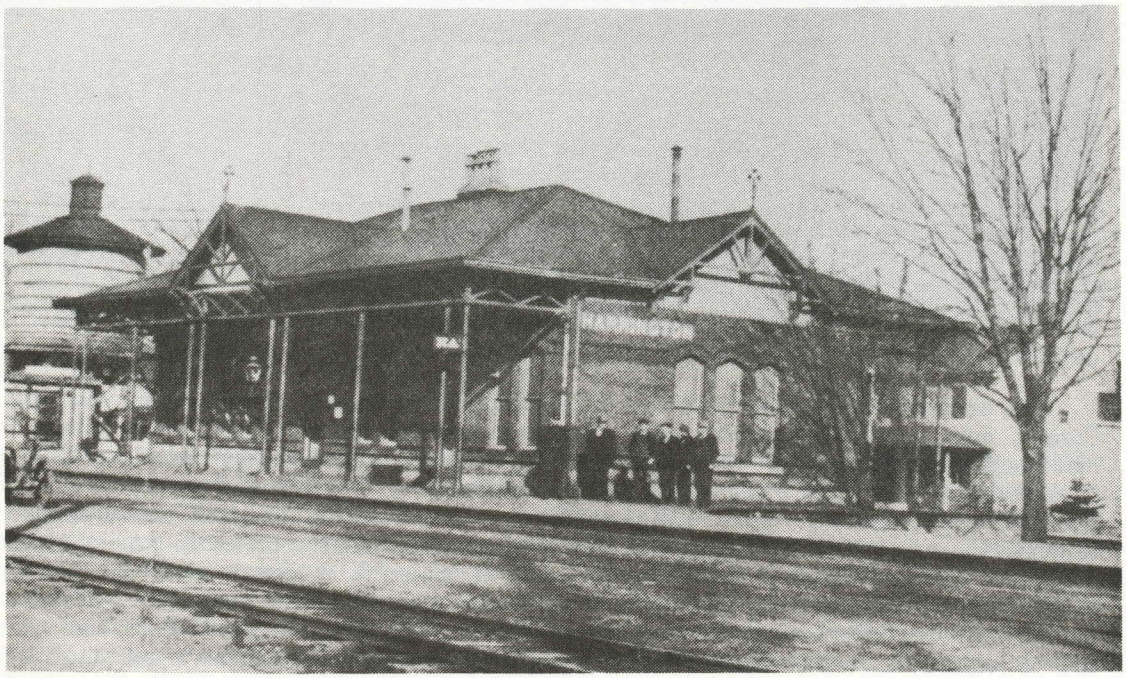
the service at a substantially reduced level of subsidization through the implementation of operating efficiencies and the use of non-union labor. The second alternative was decided upon and on April 1, 1977 Conrail surrendered operation of the line between Pocomoke City, Maryland and Norfolk, Virginia to the newly-formed Virginia and Maryland Railroad. Conrail, in its one year of operation between Cape Charles and Little Creek, ferried just 12,000 cars aboard the leaky, barnacle-encrusted *Capt. Edward Richardson.* As late as the early 1970's, the trip from Delmar to Cape Charles and return could still be made in eight hours by a single crew. The last run by Conrail took a record 33 hours and required three crews. More recently, the yard at Delmar, busy rail center for more than 100 years, was closed by Conrail. Later in 1977, Conrail turned over the Chestertown, Centreville, Easton, and Cambridge lines to an affiliate of the Virginia & Maryland incorporated as the Maryland and Delaware Railroad.



This large French chateau style station which served Delmar was reportedly offered to the town for one dollar when its usefulness to the railroad was outlived. However, not knowing what to do with it at the time, the town declined and the building was demolished in 1957. (Wicomico County Historical Society)

This arrangement had the beneficial effects of reducing the size of the problem with which Conrail must deal, while leaving the remaining lines in the hands of locally responsive management with short line operating experience. Recently, encouraging developments have been evidenced in Conrail's operations on the Eastern Shore. The Delaware portion of the main line has been completely rebuilt with new rail, ties, and ballast and work is now progressing through Maryland toward Pocomoke City. Extensive rehabilitation work has also been performed on the D. M. & V. Branch as far south as Indian River, Delaware. Conrail recently began running a daily train directly between Pocomoke and Enola Yard, near Harrisburg, Pennsylvania, in order to improve connections with the Virginia & Maryland. Herculean efforts will be required to reverse the downward spiral that has gripped Delmarva's rail network for many years. Conrail is expending considerable effort and resources in the task. We can only hope for the best.

This trim little station served Blackbird, Delaware. (Post Card from Caley Historical Post Card Collection — Smyran, Delaware)



The old station at Harrington served in later years as headquarters for the Delmarva Division. (Post Card from Caley Historical Post Card Collection — Smyrna, Delaware)

EFFECTIVE OCTOBER 31, 1965 ***EASTERN STANDARD TIME***

DELMAR—DOVER

and Intermediate Stations

to

WILMINGTON

including connecting trains to

Philadelphia, New York and Washington

Miles	MONDAY THRU FRIDAY Except Nov. 25	
	THE BLUE DIAMOND	**454**
	(No Baggage Service)	AM
.0	Lv **Delmar, Del.**	5.56
6.7	" Laurel, Del.	f 6.05
13.1	" Seaford, Del.	6.14
20.3	" Bridgeville, Del.	f 6.24
32.9	" Harrington, Del.	6.41
49.9	" **Dover, Del.**	7.06
60.5	" Clayton, Del. (Smyrna)	f 7.21
72.5	" Middletown, Del. (Odessa)	f 7.35
97.3	Ar **Wilmington, Del.**	8.20
	Connecting train No.	**170**
.0	Lv Wilmington, Del.	8.46
	Philadelphia, Pa.	
------	" Penna. Station (30th St.)	9.15
32.2	" North Philadelphia	9.25
60.0	" Trenton, N. J.	9.55
108.1	" Newark, N. J.	10.40
118.1	Ar **New York, N. Y., Penna. Station**	10.55
	Connecting train No.	**131**
.0	Lv Wilmington, Del.	8.38
68.4	Ar Baltimore, Md.	9.39
108.5	Ar **Washington, D. C.**	10.20 AM

LADIES' DAY FARES

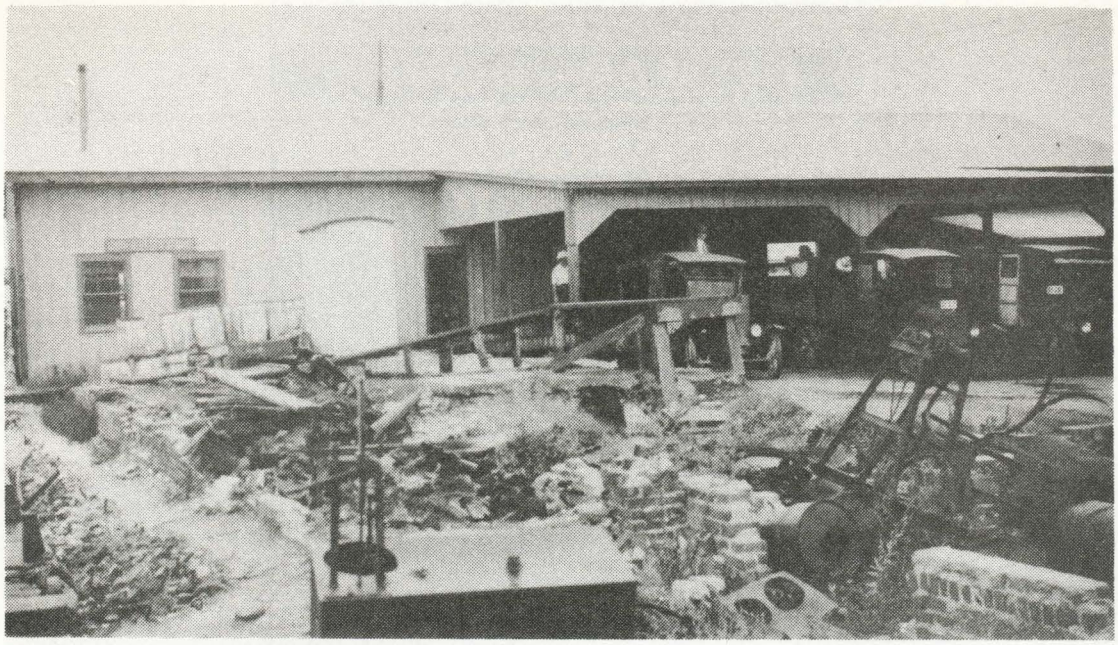
Special Reduced 1-Day Round Trip on Wednesdays and Thursdays to Wilmington from — Delmar $4.75, Laurel $4.50, Seaford $4.25, Bridgeville $3.75, Harrington $3.25, Dover $2.50, Clayton $2.00 and Middletown $1.25.

Reference Note

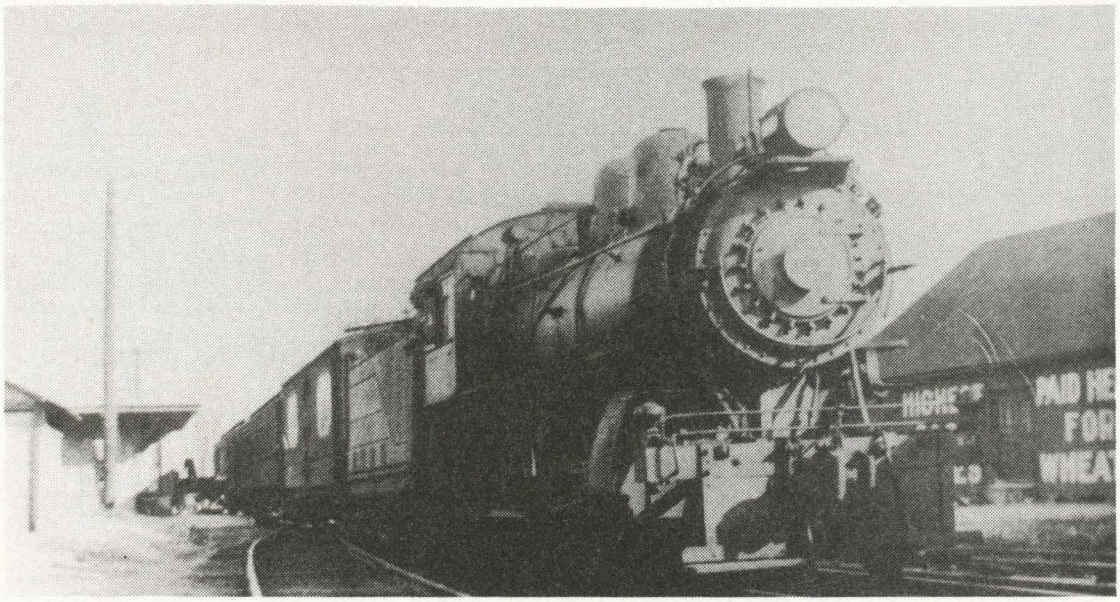
f Stops only on signal or notice to agent or conductor to receive or discharge passengers.

Pennsylvania Railroad

The last passenger timetable issued by the Pennsylvania Railroad on the Delmarva Peninsula. (Daniel E. Whitey)



This rare old photograph shows the railroad wharf at Chincoteague, Virginia as it appeared about 1924. The foundations in the foreground are the remains of a building which had been destroyed by fire. (Robert J. Barkley)



No. 106 has just arrived at Centreville, Maryland with a typical Eastern Shore branch line local passenger train. The year is 1933. (William V. Russell)

It brings forth a flood of emotions to remember a peaceful evening long ago, waiting . . .

. . . for the train to arrive at Laurel, Delaware. (Both, Orlando V. Wootten)

FOOTNOTES

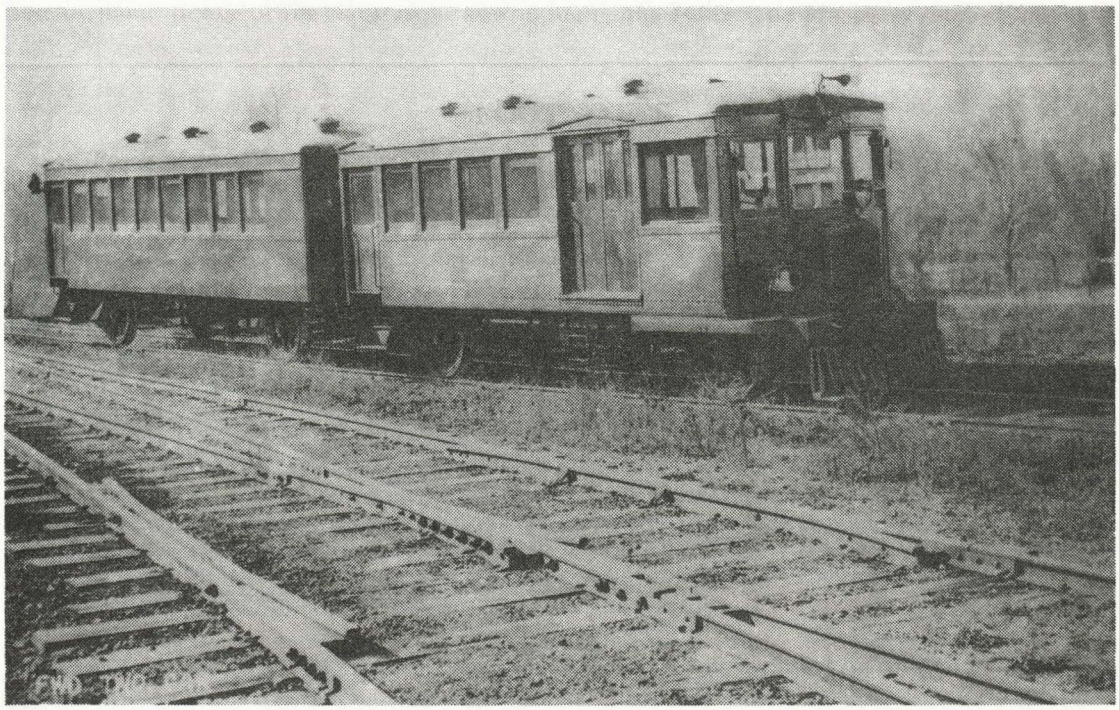
1. *Poor's Manual* for 1903, p. 745 and *Moody's Transportation Manual 1976,* p. 261, 279, and 290.
2. Lochhead, p. 26.
3. Clarke, p. 593.
4. Lochhead, p. 26.
5. James, p. 27 and account in the possession of J. E. Hobbs.
6. Account in the possession of J. E. Hobbs.
7. Moore and Flannery, p. 16-17.
8. The Finance Dockets pertaining to these abandonment petitions were not reported by the ICC. Information concerning them was found in the microfilm records of the Commission.
9. *Greenwood A Delaware Town,* p. 10.
10. The Finance Dockets pertaining to these abandonment petitions were not reported by the ICC. Information concerning them was found in the microfilm records of the Commission.

CHAPTER XVII

The Last Independents

During the decade of the 1920's, the Pennsylvania Railroad finalized, to all intents and purposes, its complete control of rail operations on Delmarva. In 1922 it assumed operation of the New York, Philadelphia & Norfolk Railroad under a long term lease. The Maryland, Delaware & Virginia Railway was sold at foreclosure in 1923, followed by the Baltimore, Chesapeake & Atlantic Railway, the last major independent company, in 1928. Despite these developments, however, there remained some semblance of independent rail operation on the Peninsula.

The N. Y. P. & N. was quite profitable and the P. R. R., naturally, desired to assimilate that line in full. The M. D. & V., on the other hand, was dripping with red ink. The Pennsylvania determined to discontinue the most expensive portion of its operation; the through service to Lewes and Rehoboth. The P. R. R.'s Delaware, Maryland & Virginia Branch, it will be remembered, served these two points also, rendering the M. D. & V.'s service somewhat redundant.



Maryland & Delaware Coast Railway motor car No. 301 was built by the Four-Wheel Drive Company of Clintonville, Wisconsin. She was the first such unit placed in service on the road, but proved unsuccessful. (J. Cecil Matthews)

The property of the M. D. & V. was originally acquired by the E. B. Leaf Company, a firm affiliated with the Pennsylvania Railroad. The line east of Greenwood had been dropped from the records of the parent company while still part of the M. D. & V. On January 2, 1924, the portion of the former M. D. & V. west of Greenwood was reacquired by a subsidiary of the B. C. & A., formed by the Pennsylvania for that purpose on July 15, 1923. The new company was the Baltimore and Eastern Railroad, which began operation on February 1, 1924. Rolling stock consisted of 18 freight cars, ten passenger cars, and three pieces of work equipment.

Maryland and Delaware Coast Railway Company

EFFECTIVE 12.01 A. M. FRIDAY, JULY 1, 1927

Eastern Standard Time

PASSENGER SCHEDULE

EASTWARD — *Read Down*

WESTWARD — *Read Up*

FIRST CLASS 117 SUNDAY ONLY	FIRST CLASS 111 SUNDAY ONLY	FIRST CLASS 109 DAILY EXCEPT SUNDAY	FIRST CLASS 107 SATURDAY ONLY	FIRST CLASS 103 DAILY EXCEPT SUNDAY	Telegraph Signal	STATIONS	Distance from D. B. Jct.	FIRST CLASS 104 DAILY EXCEPT SUNDAY	FIRST CLASS 110 DAILY EXCEPT SUNDAY	FIRST CLASS 122 SUNDAY ONLY	FIRST CLASS 112 SUNDAY ONLY
P. M.	A. M.	P. M.	P. M.	A. M.				A. M.	P. M.	A. M.	P. M.
	Lv. 7.30	Lv. 4.00	Lv. 2.10	Lv. 7.00		Lv. Baltimore Ar.		Ar. P.M. 12.30	Ar. 10.00		Ar. 10.15
See Note 1.	10.53	7.27	5.12	10.30		Ar. Denton Branch Junction Lv.		8.41	6.26	See Note 2.	6.39
Lv. 6.41	10.55	7.33	5.16	10.35		Lv. Denton Branch Junction Ar.		8.31	6.16	Ar. 10.47	6.29
f 6.44	f 10.58	f 7.36		f 10.38		Hillsboro	1.1	f 8.28	f 6.13	f 10.44	f 6.20
f 6.49	f 11.03	f 7.41		f 10.43		Downes	4.3	f 8.22	f 6.07	f 10.38	f 6.20
f 6.54	f 11.08	f 7.46		f 10.48		Tuckahoe	5.0	f 8.18	f 6.03	f 10.34	f 6.16
7.03	11.17	7.55	5.38	10.57	DO	Ar. Denton Lv.	8.0	8.09	5.54	10.25	6.07
	11.18	8.00	5.40	11.00		Lv. Denton Ar.		7.54	5.39		
7.13	11.28	8.08		11.08	HO	Hobbs	10.9	7.47	5.32	10.20	6.02
7.21	11.37	8.17		11.17	MD	Hickman	14.5	7.39	5.24	10.12	5.54
f 7.31	f 11.47	f 8.27		f 11.27		Blanchards	18.5	f 7.31	f 5.16	f 10.04	f 5.46
7.38	11.54	8.34	6.08	11.34	GD	Greenwood	21.8	7.24	5.09	9.56	5.38
f 7.46	f 12.02	f 8.42		f 11.42		Owens	25.4	f 7.16	f 5.01	f 9.49	f 5.31
f 7.51	f 12.07	f 8.47		f 11.47		Oakley	27.5	f 7.12	f 4.57	f 9.44	f 5.26
7.59	12.15	8.55	6.27	11.55	DA	Ellendale	31.0	7.05	4.50	9.35	5.17
8.12	12.28	9.08	6.40	12.08	MN	Milton	37.5	6.52	4.37	9.22	5.04
f 8.21	f 12.37	f 9.17		f 12.17		Overbrook	42.8	f 6.41	f 4.26	f 9.12	f 4.54
8.29	12.45	9.25	7.00	12.25		Ar. Lewes (M.& D.C.Ry.Sta.) Lv.	46.8	6.32	4.17	9.03	4.45
8.34	12.50	9.30	7.05	12.30		Lv. Lewes (M.&D.C.Ry.Sta.Buss Service) Ar.		6.30	4.15	9.00	4.40
						Ar. ReHoboth Beach, Del. Lv.	52.8				
8.54	1.10	9.50	7.25	12.50		Ar. (Belhaven Hotel) Lv.		6.10	3.50	8.30	4.10
Ar. 8.59	Ar. 1.15	Ar. 9.55	7.30	Ar. 12.55		Ar. (Henlopen) Lv.		Lv. 6.00	3.40	Lv. 8.20	Lv. 4.00

Note 1. Connects at Denton Branch Junction with B. C. & A. Train No. 12, from Ocean City

Note 2. Makes connection at Denton Branch Junction for B. C. & A. Train No. 11, for Ocean City.

The Time from 12.01 A. M. to 12 o'clock, noon. inclusive, is indicated by light-face type: **from 12.01 P. M. to 12 o'clock. midnight, inclusive, by heavy-face type.**

Not Responsible. This railroad is not responsible for errors in time tables, inconvenience or damage resulting from delayed trains or failure to make connections: schedules herein are subject to change without notice.

Children under 5 years of age free, when accompanied by parent or guardian; 5 years of age and under 12, one-half fare; 12 years of age or over, full fare.

Adjustment of Fares: Should any misunderstanding arise with conductors or agents, passengers should pay the fare required, take receipt and communicate with Superintendent at Denton, Maryland.

Redemption of Tickets: Unused tickets will be redeemed by the selling agent within 30 days from date of sale, or at any time by forwarding to Superintendent direct, or through any of our ticket agents. The unused portions of **partly used tickets** will be redeemed by forwarding to Superintendent direct, or through any of our ticket agents.

Baggage not exceeding 250 pounds in weight per single piece, or 72 inches in greatest dimension, or single shipment not exceeding $2500.00 in value, will be checked. Free allowances subject to tariff stipulations as to contents, weight, value and size.

Baggage Liability Limited: Excess value must be declared and paid for at time of checking.

Bicycles (not motorcycles), **Baby Carriages, Dogs and Guns** are transported in baggage cars subject to tariff regulations.

Lost Articles: Inquire of Superintendent Denton, Maryland.

No Responsibility will be assumed for unchecked articles left in stations or cars.

The Maryland Delaware Coast Railway Co. offers the shortest direct route as well as low fares from points in Lower Delaware and the Eastern Shore of Maryland to Baltimore and the West.

Gasoline motor cars are now being used in passenger and express service affording quick comfortable and clean transportation—No dust or cinders.

C. T. FISHER,

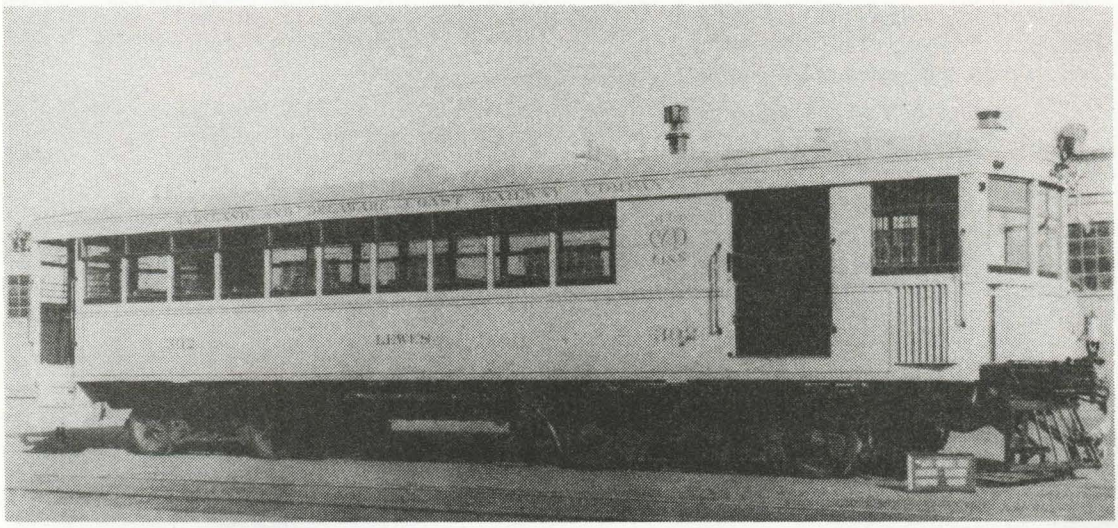
Superintendent.

Maryland & Delaware Coast Railway timetable in effect July 1, 1927. (Willard H. Hart)

Locomotives were rented from the B. C. & A.[1] Train service consisted of thrice-weekly runs from Love Point to Greenwood and once-weekly trips to Centreville.[2] The P. R. R. evidently felt that the Love Point terminal was a valuable asset and intended to keep the line from there to Queen Anne open. The line from Queen Anne to Denton was also considered viable as a freight spur.

The remaining portion of the former M. D. & V. was slated for abandonment. Faced with this prospect, a syndicate of Baltimoreans was formed for the purpose of keeping the railroad running. They were organized as the Maryland and Delaware Coast Railway Company and purchased the line from West Denton to Lewes. The Maryland and Delaware Coast line also conducted passenger operations over the B. & E.'s Denton Branch and operated buses from Lewes to Rehoboth. This enabled the company to carry some remnants of the M. D. & V.'s once substantial traffic from Baltimore to the resort.

The Maryland & Delaware Coast Railway at the outset purchased a rail motor car and trailer from Four-Wheel Drive Company, No. 301, for its passenger operations and a new steam locomotive for freight. However, the rail car proved unsatisfactory and was replaced in 1925 by a larger Brill unit and trailer numbered 302. This car was much more successful. She was painted blue with gold lettering and named *Lewes*. The trailer was named *Denton* and numbered 402.



Shown here is the J. G. Brill Company's photograph of Maryland & Delaware Coast Railway No. 302, the *Lewes,* taken on completion in 1925. The company traded on its new equipment by reproducing this picture in its timetables with the message "Gasoline motor cars are now being used in passenger and express service affording quick comfortable and clean transportation-No dust or cinders." (J. Cecil Matthews)

A story is told of an incident which occurred one evening as the *Lewes* neared the end of a run at the town for which she was named. The main line ended abruptly at the edge of the Intracoastal Waterway, where once the Queen Anne's Railroad had crossed to reach the pier from which its Cape May steamer left. As the Brill car came into the station this particular night, its brakes failed completely. The car was rolling toward the canal at a good clip when it slammed into a pile of ties at the end-of-track. That was all that prevented it from going into the drink.[3]

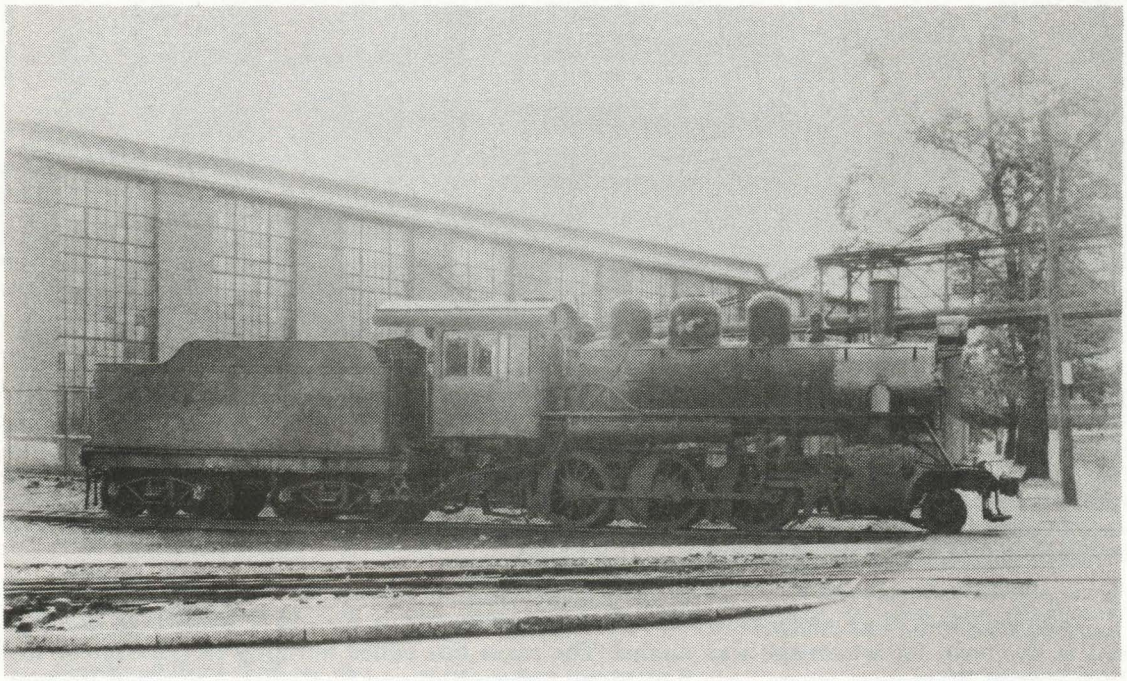
The road apparently had two steam locomotives, identical Prairie (2-6-2) type engines. One, which bore M. & D. C. number 203, was rebuilt as a Mogul (2-6-0) for the company by the American Locomotive Company. The other survived in its original condition through the line's reorganization, bearing number 5 of the successor company.

The short line struggled along for a few years doing a meager business. It contributed to its own decline somewhat, as much of the traffic it handled was construction material for new

highways. Passenger service ended in October of 1931. After several years of operation by receivers, the line was reorganized as the Maryland and Delaware Seacoast Railroad in 1932. After piling up $20,000 in deficits during its first two years of operation, the company filed for complete abandonment late in 1933. Efforts to interest the Pennsylvania Railroad in absorbing the entire property had failed for obvious reasons. However, in 1934 petitions were filed providing for the Baltimore & Eastern Railroad to acquire the portion of its line from West Denton to Denton and for the Delaware, Maryland & Virginia Railroad to purchase the segment from Ellendale to Milton. This was permitted by the Interstate Commerce Commission and became effective on September 15, 1934.[4]

Meanwhile, the Baltimore & Eastern Railroad had experienced quite a few changes over the years. In 1924 the B. C. & A.'s Ocean City passenger service had been shifted from its own terminal at Claiborne to Love Point.[5] The B. C. & A. was sold early in 1928 and on November 28 its property was included in the holdings of the Baltimore & Eastern, an unusual example of a parent company becoming part of one of its subsidiaries.[6] Thus, the main line of the B. & E. ran from Love Point to Ocean City, including 12.40 miles of trackage rights over the Oxford Branch of the P. R. R. from Queen Anne to Easton. The lines to Claiborne, Denton, and Centreville were operated as branches. The line was equipped with its own rolling stock and operated independently of the Pennsylvania, although it was a wholly owned subsidiary.

This happy state continued for only a short time. In 1931 the War Department ordered the Baltimore & Eastern to increase the width of the drawspan over the Nanticoke River from 57 to 80 feet, which was estimated to cost $135,000.



No. 203 of the Maryland & Delaware Coast Railway was photographed at the American Locomotive Company's Schenectady, New York works after being rebuilt. (ALCO Historic Photos)

The B. & E. was operating at a loss and had no funds for such a purpose. The company was at that time operating one passenger train each way daily except Sunday and two during the summer. Furthermore, a freight was operated during the winter, running from Salisbury to Easton one day and returning the next and making the round trip each day during the summer. There was a switcher stationed at Salisbury which did interchange work and local switching as needed.

The company suggested to the Interstate Commerce Commission (ICC) in an abandonment petition that it be allowed to discontinue use of the bridge and re-route its passenger trains over the Pennsylvania Railroad from Hurlock through Seaford to Salisbury. It contended that freight service would not be substantially altered since the switcher assigned to Salisbury could handle the line east of the river and the train which normally ran between Salisbury and Easton could be operated out of Easton to cover the line west of the Nanticoke. The new route of the passenger trains would serve a more populous area and put its residents in more direct contact with Baltimore, as well as save money for both the B. & E. and the P. R. R.

This was the scene just south of the Baltimore & Eastern Railroad station in Ocean City on the morning after the storm of August 23, 1933. A number of people spent the night in the box car which was marooned at the freight house on the far side of the rushing waters. The inlet created by the storm was dredged and protected by jetties in order to preserve it for navigation. In the long run, the benefits which this provided for boating interests far outweighed the loss of rail service which the resort suffered as a result of the storm. (Orlando V. Wootten)

The plan was approved and in 1932 the Nanticoke River trestle (only the bridge itself and its approaches) was abandoned, the first in a series of blows which would dismember the railroad.[7] The bridge had been in a poor state of repair for quite some years and subject to a slow speed order. Many engineers refused to take trains over that portion of the line because the roadbed had shifted so badly in the marshes bordering the eastern side of the river.

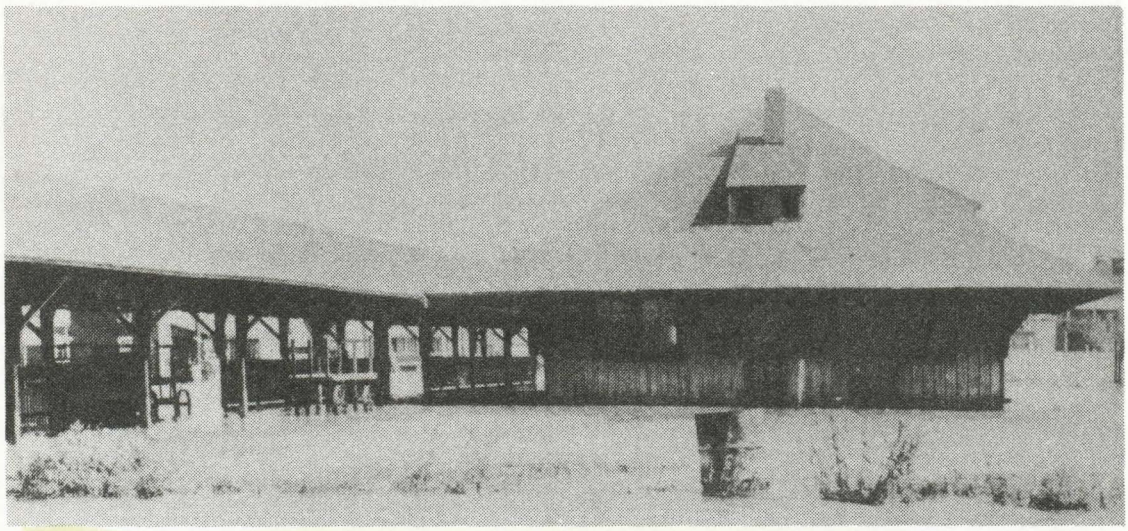
The next break in the line came unexpectedly on August 23, 1933 when a severe storm struck the Atlantic coast. An inlet was cut by the ocean through the southern end of the railroad yards in Ocean City and the old trestle across Sinepuxent Bay was destroyed.

Although it was not for some time that the line was officially abandoned, little, if any, thought was given by the Pennsylvania to rebuilding the bridge due to the economic conditions of the time, the poor financial showing of the B. & E., and the tremendous cost involved. Consequently, in 1938 a petition was filed with the ICC by the B. & E. seeking official permission to abandon the last half-mile of its railroad from West Ocean City to Ocean City. Included in the same petition were the line from the Nanticoke River to Mardela, which had not been used since the Nanticoke River bridge was abandoned in 1932; the line between Easton and Preston, on which passenger service had ceased July 14, 1934 and freight service March 3, 1938; the portion of line between McDaniel and Claiborne, on which passenger service had

ended on September 26, 1928 and freight service in August of 1937; and the Centreville Branch, on which all operations had ceased in September of 1937.[8] Passenger service between Queenstown and Centreville had been taken over by bus early in the B. & E. administration.

These events destroyed much of the B. & E.'s independence from an operational point of view. The company was left with a dismembered railroad, the portions from Love Point to Easton, Preston to Vienna, and Mardela to West Ocean City remaining in service, along with the McDaniel and Denton Branches. For a time, B. & E. crews operating out of Easton and Delmar continued to serve these lines, but eventually they began to be operated by the Pennsylvania Railroad crews on the various P. R. R. lines they intersected.

The Baltimore & Eastern, in the long tradition of its predecessors, continued to operate steamer service on Chesapeake Bay. In 1929 the *New York* was removed from the Cape Charles to Norfolk route and placed on the Love Point run, replacing the *Cambridge*. In 1931 it was decided to operate an automobile ferry from Baltimore to Love Point. The Pennsylvania brought in the bluff-bowed screw ferry *Philadelphia* to perform this service. The *New York* was sold in 1932, bringing to an end 38 years of steamboat operations out of Baltimore by the P. R. R. and its affiliates. The *Philadelphia* ferried automobiles between the Eastern and Western Shores until August 31, 1947, when the service was terminated. However, "Smokey Joe," as she was affectionately known, still brings forth fond recollections of an earlier time, before the Chesapeake Bay Bridge brought an end to the era of water travel between the two Shores of the Old Line State.[9]



The career of the old railroad station at Ocean City was ended abruptly by the storm of August 23, 1933. This photograph shows water standing in the vicinity of the station on the morning after the storm. The building which had echoed to the footsteps of uncounted thousands of arriving and departing passengers, the shrill whistle and clanging bell of the crack *Baltimore Flyer*, and the conductor's call of "All Aboard!" is now used by the Somerset County Liquor Control Board to store supplies. The building was moved across the street and about one block north, where it stands today, although little except the roof is original. The bricks of the old station platform are still in place and are used as a parking lot. (Mrs. Thelma Dennis)

In 1945 the Pennsylvania listed holdings of 16,830 shares of Baltimore & Eastern Railroad stock with a total par value of $841,500.[10] In 1948 the B. & E. earned a profit of $11,000, the first ever for the company. This was largely due to the heavy coal traffic carried by its line from Hurlock to Vienna, site of a power plant built during the last days of its predecessor. The number of B. & E. employees at that time was down to 56 from a high of 600.[11]

The Baltimore & Eastern had some pieces of very exceptional rolling stock on line. The only survivors of the B. C. & A. roster were the two old cabin cars, 1000 and 1001. No. 1001 was

TRAIN SERVICE
Eastern Standard Time

Read Down				Read Up	
Sunday Only	Daily Ex. Sunday		STATIONS	Daily Ex. Sunday	Sunday Only
11	9			6	12
A. M.	P. M.	Miles	Pier 5 Light Street	P. M.	P. M.
7.00	2.30	.....	Lv...◆Baltimore◆..Ar.	1.00	7.50
Ar. 9.20	Ar. 4.50	27.0	.....Love Point.....	Lv. 10.40	Lv. 5.30
Lv. 9.30	Lv. 5.00			Ar. 10.30	Ar. 5.20
9.40	5.10	30.8	.....Stevensville.....	10.20	5.12
9.45	5.17	32.4	.....Chester.....	10.12	5.07
f 9.51	f 5.23	34.2	.....Narrows.....	f 10.05	f 5.00
9.58	5.30	36.7	.....Grasonville.....	9.57	4.54
10.08	5.40	40.1	.....Queenstown.....	9.48	4.45
BUS	BUS			BUS	BUS
10.10	5.45	.0	Lv...Queenstown..Ar.	9.40	4.40
10.35	6.10	6.1	Ar.. Centreville (P.R.R.). Lv.	9.15	4.15
10.40	6.15	.....	Ar. " (B'way & Commerce) Lv. (See Note)	9.10	4.10
f 10.22	f 5.55	45.5	.....Wye Mills.....	f 9.28	f 4.28
f 10.30	f 6.05	48.4	.....Willoughby.....	f 9.18	f 4.20
.....	.....	51.7	...Denton Branch Jct....	.....	.....
10.41	6.21	.....	..Queen Anne (P.R.R.)..	9.04	4.06
f 10.49	6.33	.....	...Cordova (P.R.R.)....	f 8.55	3.58
11.05	6.53	65.0	....Easton (P.R.R.)....	8.43	3.45
.....	f 7.15	71.9	.....Bethlehem.....	f 8.17	.....
.....	7.22	75.0	.....Preston.....	8.10	.....
.....	f 7.27	77.1	.....Elwood.....	f 8.03	.....
.....	Ar. 7.35	80.9	.....Hurlock.....	Lv. 7.55	.....
.....	Lv. 7.45	.....	...Hurlock (P.R.R.)....	Ar. 7.45	.....
.....	7.51	83.2	.Williamsburg (P.R.R.)	7.37	.....
.....	8.00	87.0	.Federalsburg (P.R.R.).	7.28	.....
.....	f 8.08	91.2	..Oak Grove (P.R.R.)..	f 7.16	.....
.....	Ar. 8.20	96.7	...Seaford (P.R.R.)....	Lv. 7.05	.....
.....	Lv. 8.30	.....	...Seaford (P.R.R.)....	Ar. 6.55	.....
.....	8.42	102.9	....Laurel (P.R.R.)....	6.43	.....
.....	f 8.48	106.3	.....Bacon (P.R.R.).....	f 6.36	.....
.....	8.54	109.8	...Delmar (P.R.R.)....	6.30	.....
.....	Ar. 9.05	115.7	.Salisbury (Union Sta.).	Lv. 6.20	.....
.....	x	120.7	.....Walstons.....	x	.....
.....	x	122.7	.....Parsonsburg.....	x	.....
.....	x	125.8	.....Pittsville.....	x	.....
.....	x	129.2	.....Willards.....	x	.....
.....	x	132.7	.....Whaleyville.....	x	.....
.....	x	135.3	.....St. Martins.....	x	.....
.....	x	138.5	.....Berlin.....	x	.....
.....	x	145.8	.....Ocean City.....	x	.....
A. M.	P. M.			A. M.	P. M.

◆ Steamers between Baltimore and Love Point weather and tide permitting.

Note—Centreville Branch, between Queenstown and Centreville, **Bus Service.**

f Stops on signal to receive or discharge passengers.

Baltimore and Eastern Railroad is not responsible for errors in time tables nor for inconvenience or damage resulting from delayed trains or steamers or failure to make connections.

x Passenger Service temporarily suspended account washout.

STEAMER PHILADELPHIA
Drive On—Drive Off
BALTIMORE—LOVE POINT

Lv. Baltimore (Pier 5, Light Street)

Daily	Daily	Daily Except Saturday
7.00 a. m.	2.30 p. m.	8.30 p. m.

Ar. Love Point (B. & E. R. R. Pier)

9.20 a. m.	4.50 p. m.	10.50 p. m.

Lv. Love Point (B. & E. R. R. Pier)

Daily Except Sunday	Daily	Daily
1.00 a. m.	10.40 a. m.	5.30 p. m.

Ar. Baltimore (Pier 5, Light Street)

3.20 a. m.	1.00 p. m.	7.50 p. m.

Passengers, Automobiles and Trucks Handled on All Trips

STEAMER RATES
Passengers
$0.65 One Way; $1.00 Round Trip
(10-Day Limit)

AUTOMOBILES..... $2.50

*TRUCKS (Empty or Loaded)
1½ tons and under..... 4.00
Over 1½ tons to 3 tons, inc..... 5.00
Over 3 tons to 4 tons, inc..... 6.00
Over 4 tons..... 7.00

*TRACTOR TRAILERS (Empty or Loaded)
Same Rate as Trucks

*TRAILERS, Unaccompanied (Empty or Loaded)
Same Rate as Trucks

*MOTOR COACHES or BUSES..... $5.00

* These rates apply on Trucks, Tractor Trailers, Trailers, Motor Coaches or Buses up to and including 20 feet in length; all over 20 feet add 25¢ for each additional foot.

MOTOR CYCLES (without side car)..... $1.00
MOTOR CYCLES (with side car)..... 1.50

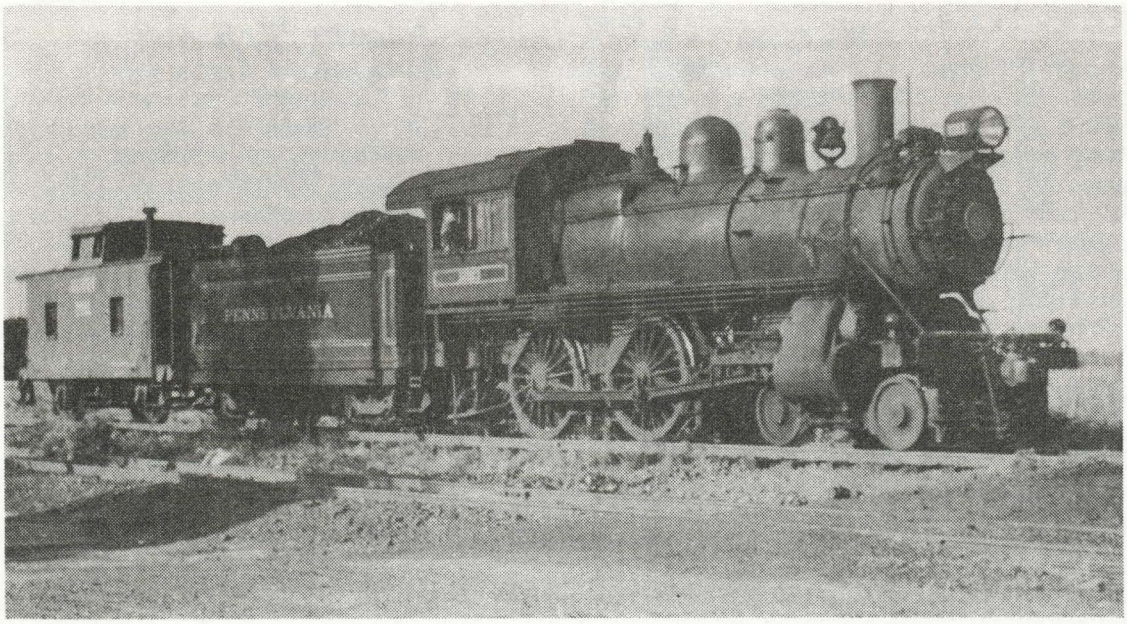
These Rates Include Transportation of Driver Only

For further information, address—
R. H. SOULSBY
General Freight and Passenger Agent
950 Baltimore Trust Bldg., Baltimore, Md.

Baltimore & Eastern Railroad timetable in effect January 1, 1934. The "temporary" suspension of passenger service became permanent a few years later. (Willard H. Hart)

relettered "B. & E. RY. 1001," but her sister still proudly bore the reporting marks, "B. C. & A. RY. 1000" where she lay at Easton until her end in the 1940's. The Delmarva Division was the last holdout of the classic 4-4-0 type of steam locomotive in the Pennsylvania Railroad System. The last three of this type were the D16's 1035, 1223, and 5079. In their last years they were all leased to the B. & E. and stationed at Easton, working the Love Point to Easton line, the McDaniel Branch, and, earlier, other parts of the line. No. 1223 was slated for scrapping when, fortunately, an officer of the Pennsylvania whose home was in the vicinity of Easton noticed her and ordered that she be saved. No. 1223 was restored to nearly her original condition in 1937, complete with slatted cowcatcher and passenger striping on her tender, and was used for

exhibition purposes. She continued to spend most of her time in routine service, however, until later placed in storage at Wilmington, where she remained until about 1951. At that time she was moved to Northumberland, Pennsylvania to join other locomotives which the P. R. R. had preserved for historical purposes. Due to this happy coincidence, she can be seen in operation today on the Strasburg Rail Road. No. 1035 later joined 1223 in storage at Wilmington, but was exentually scrapped. No. 5079 was the last to leave, remaining in service until the early 1950's before also being scrapped.



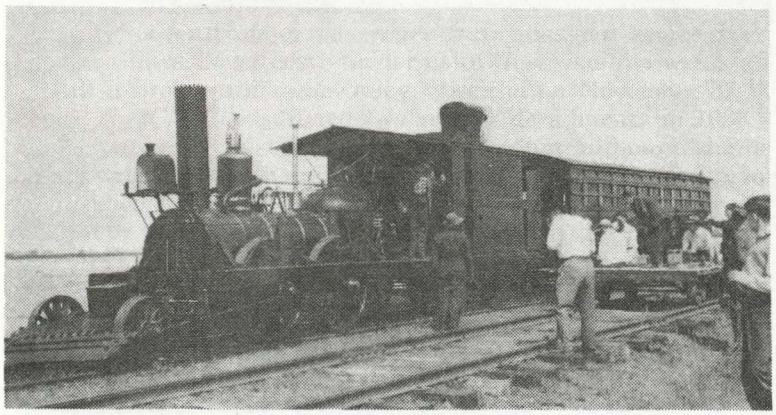
No. 1223 was still hard at work more than forty years after her birth in 1905. Relegated to local freight service on an obscure branch of the Pennsylvania Railroad System, she was almost forgotten. However, due to the foresight of a few railroad men, she is still around to delight those who appreciate her special charms and has become one of the most famous locomotives in the country. In 1979 we have a real live Eastern Shore steam engine in operation and can experience the same sights, sounds, and smells of rail travel as did our grandparents! The engine is shown at Easton in the 1940's with former B. C. & A. Ry. caboose No. 1001. (H. Robins Hollyday)

Incidentally, there were a number of Pennsy officials who had residences in Talbot County down through the years. It is believed that the one responsible for saving No. 1223 was the late John Dickinson, who was at that time general counsel for the Pennsylvania, but this is not certain. The railroad was sometimes accused of providing much better service on the Oxford Branch than others because of the notables who boarded the train at Easton for the trip to P. R. R. headquarters in Philadelphia.

No significant abandonments took place on the B. & E. between 1938 and 1950, when the Mardela Branch was cut back from Mardela to Hebron. It was followed by the segment between Willards and Berlin in 1955, although the track remained in place for some years. Passenger service to Love Point had ended on March 30, 1938 and a tri-weekly freight had served the line since then. After 1950, most of the traffic on this section of track consisted of construction material for the Chesapeake Bay Bridge. This boom was over then Hurricane Hazel struck, rendering the line west of Kent Narrows Bridge out of service on August 15, 1954. Permission to abandon the line west of Queenstown was obtained in 1956.

The status quo remained until the 1970's, which saw the elimination of the McDaniel Branch and the Willards Branch cut back first to Pittsville and then, finally, to Parsonburg in

In 1946 the Pennsylvania Railroad was celebrating its 100th anniversary. To commemorate the event, a movie entitled "Clear Track Ahead" was commissioned. The opening scenes were filmed at Hurlock, Maryland due to the presence there of the old B. C. & A. station and the antique "highball" signal. With very few changes, Hurlock provided a perfect 1846 movie set. Here we see "passengers" costumed in the style of the 1840's awaiting the arrival of a train. Mr. William E. Grant, then an electrician with the Pennsylvania, was sent to Hurlock to provide power for the film company and took these pictures. (William E. Grant)



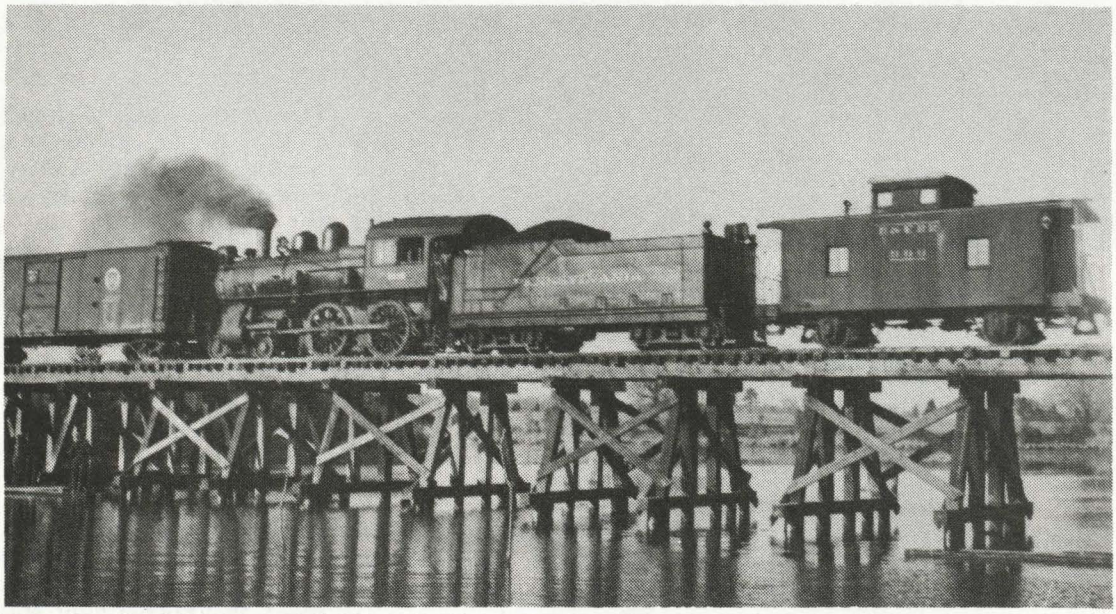
The *John Bull,* built in 1831 by Robert Stephenson for the Camden and Amboy Rail Road, later a part of the Pennsylvania Railroad, was used in the filming of the early railroad scene at Hurlock. (William E. Grant)

Here we see the *John Bull* about to cross the Cambridge Branch of the P. R. R. Note that the highball had to be raised to allow her to proceed. The crossing was removed in 1948 and the highball almost went, too. Fortunately, Mr. W. Clifford Miller, then Supervisor of Signals and Communications for the Pennsylvania, thought that it should be saved. The signal was moved to Delmar, where it stands on display today, adjacent to the new Delmar railroad museum which is housed in a restored caboose. (William E. Grant)

1972.[12] Service east from the Perdue facility, near Walston Switch, to Parsonburg ended the next year. A filing was made for abandonment of the Queenstown-Denton line, but was denied. The parent Penn Central company had, in stating its case, presented cost figures based on system-wide averages rather than amounts actually expended on the branch. It was for this reason that the petition was refused.

Throughout its decline, however, the Baltimore & Eastern Railroad Company maintained separate accounts, had its own officers, and even its own employees — a single three-man track gang at last report. As a subsidiary of the bankrupt Penn Central, it was included in the Regional Rail Reorganization Act of 1973, which provided for a federally-backed company called the Consolidated Rail Corporation (Conrail) to acquire portions of the bankrupt Northeast carriers.

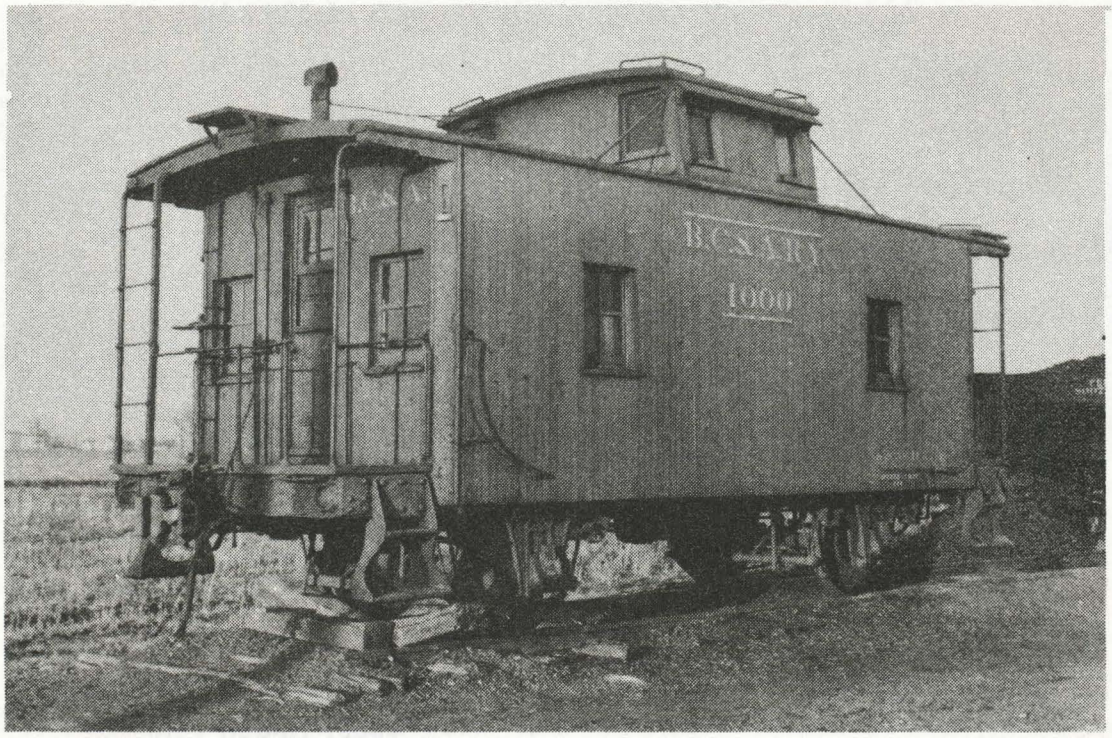
With the Conrail takeover on April 1, 1976, the Queenstown to Queen Anne segment was taken out of service, as was the Hurlock to Vienna line. The Vienna Branch had once been the B. & E.'s busiest, but the Delmarva Power & Light Company's electrical generating plant there had been converted from coal to oil and the inbound traffic of 2-3,000 hopper cars annually ceased. For a time, the Queen Anne to Denton, Preston to Hurlock, and Hebron to Salisbury lines of the B. & E. were operated by Conrail under subsidy. Currently, only the Hebron spur is still operated by Conrail. The portion of the former Willards Branch from Salisbury to the end of the Salisbury switching limit, three miles east, is part of the Conrail System.



No. 1035 disturbs a tranquil Eastern Shore scene as she clanks across the Tred Avon River on a picturesque wooden trestle. The location is just west of Easton on the McDaniel Branch of the Baltimore & Eastern Railroad. (H. Robins Hollyday)

The Penn Central had also filed for abandonment of the Berlin to West Ocean City spur, but withdrew its petition when Historic Railroads, Inc. of Severna Park, Maryland negotiated for sale of the line. This company purchased the former B. & E. spur in 1974 and is operating it as the Ocean City Western Railroad. Freight traffic on the West Ocean City spur had dropped from 520 cars two years before the purchase to five cars the year before. The firm which had received almost all of the cars had been forced to switch to trucks during the Summit Bridge outage in 1973 and found it more convenient for the shipment of its slag and limestone.[13] The Ocean City Western, a common carrier, hoped to rekindle freight traffic, as well as to operate a steam-powered passenger excursion during the summer.

To that end, a locomotive was purchased from an Alabama short line, the Mobile & Gulf Railroad, where she was the very last steam locomotive in regular service on a freight-only common carrier railroad in the United States. A 1925 Baldwin product, No. 97 was a 2-6-0 built for service in Cuba, but was never delivered. She was listed as surplus at the Baldwin Works until purchased by the Army in 1932. The engine saw duty at several locations until 1948, when she was sold to the Mobile & Gulf, becoming that road's No. 97.[14] A diesel was also bought from the Maryland Port Administration, General Motors class SW-1 No. 114. Two former commuter cars were obtained from the Central Railroad of New Jersey and refurbished to complete the roster.



No. 1000 is shown here at Easton almost two decades after the B. C. & A. had ceased to exist. (H. Robins Hollyday)

During its second year of operation in 1975, the steam engine was laid up due to mechanical problems. Although No. 114 finished out the 1975 season, passenger service then ceased. Only recently has a minimal freight business re-emerged. At this writing, prospects for continued operation do not appear good. However, at least there was steam-powered passenger service on the Eastern Shore once again and No. 97 threw skyward some real black cinders and ashes.

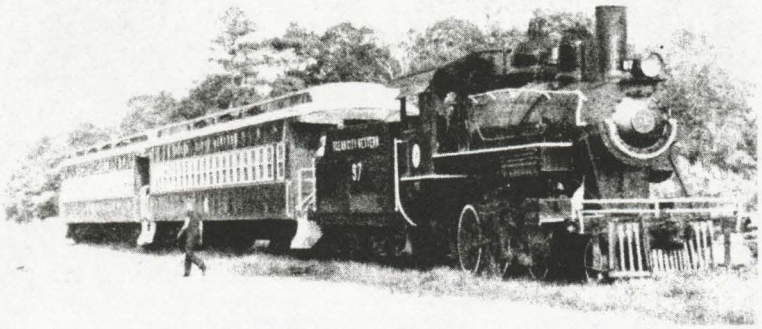
The most recent development concerning the Delmarva rail network involves the portion of the main line from Pocomoke City, Maryland to Norfolk, Virginia. This segment was declared "potentially excess" by the United States Railway Association. Beginning April 1, 1977, a subsidy equal to ten percent of its supposed annual operating deficit would have to be paid to Conrail to ensure its continued operation by that company. However, a New York firm, Rail Service Associates, offered to operate the line and claimed to be able to do it at a lesser cost than Conrail. The project was spearheaded by Mr. J. Anthony Hannold, a gentleman with extensive short line railroad experience, first with the Narragansett Pier Railroad and later with the Bath & Hammondsport. Mr. Hannold and a group of his acquaintances had been searching for an opportunity to apply their management abilities. The Eastern Shore provided the perfect situation. Rail Service Associates subsequently contracted with local transportation authorities

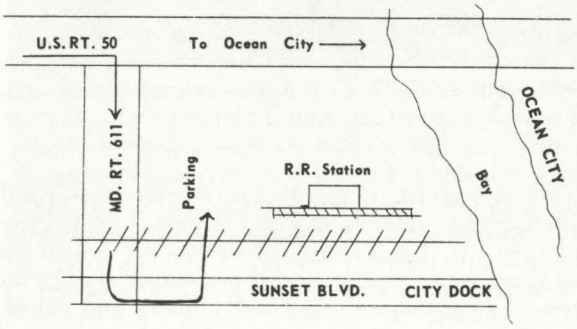
1975 SUMMER SCHEDULE

WED., THUR., SAT., & SUN.

May 3 - September 28

OCEAN CITY WESTERN RAILROAD





Leave Rt. 611 (RR Tracks)
West Ocean City

11 A.M.
1 P.M.
3 P.M.

1 Hour Round Trip Adults: $2.00 Children: $1.50

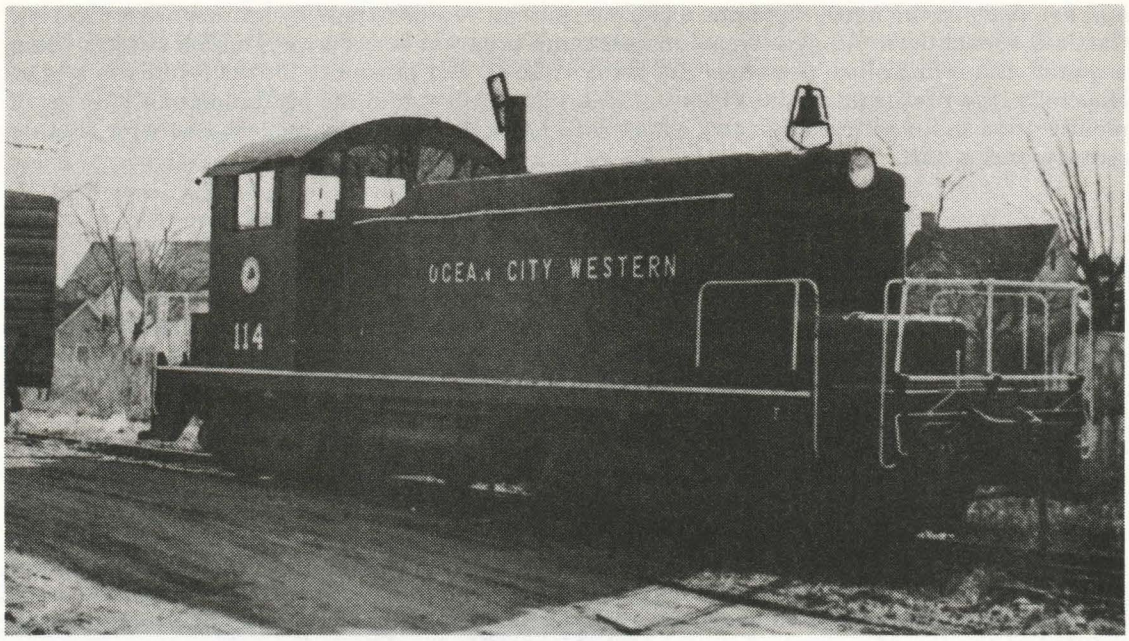
MARYLAND'S ONLY OPERATING STEAM PASSENGER TRAIN

NOTE: THE COMPANY RESERVES THE RIGHT TO SUBSTITUTE EQUIPMENT AND TO CANCEL ANY RUN WITH LESS THAN 25 PASSENGERS.

SPECIAL RUNS & GROUP RATES AVAILABLE

Shown here is the last public timetable listing regular rail passenger service on the Delmarva Peninsula. (Author's Collection)

to assume management of the line. To that end, on March 10, 1977, the Virginia and Maryland Railroad Company was incorporated, assuming operation of the former Penn Central tracks from Pocomoke to Norfolk, including the car ferry service, on April 1.



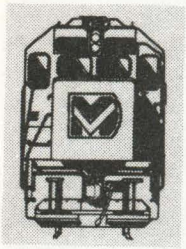
Ocean City Western No. 97 has been sold and left the property on December 27, 1978, leaving No. 114 as the only engine on the roster. The tracks from Berlin to West Ocean City are no longer passable, as several of the road crossings have been paved over. No. 114 is fired up only once or twice a month to switch a car over from the Conrail interchange to an industry in Berlin. (Kent Griffith)

Rail Service Associates also took over operation of the Cambridge Branch and the spur from Hurlock to Preston on August 11 and the Easton, Centreville, and Chestertown Branches and the spur from Queen Anne to Denton on October 1, 1977. These lines are managed through a separate company, the Maryland and Delaware Railroad, which was incorporated on August 1, 1977. The Delaware-Maryland-Virginia Company was also formed for the purpose of owning the necessary rolling stock and track equipment and leasing it to the two operating companies. Officials of these two companies believe that they may eventually be operating even more of the Peninsula's rail system, including the Snow Hill Branch south of Indian River, Delaware and the main line as far north as Fruitland, Maryland or, possibly, Seaford, Delaware. Rumors persist that Southern Railway is waiting in the wings to take over the V. & M. and Conrail trackage into Wilmington.

Innumerable difficulties were encountered in attempting a quick start-up of rail operations on the V. & M. However, the experience and enthusiasm of the project's many backers brought success. An embargo had been placed on float traffic by Conrail due to the belief that abandonment was imminent. On April 1, 1977, the V. & M.'s first day of operation, there was no freight to be moved. However, the first of the road's secondhand locomotives had just arrived on line, an Alco RS-1 still bearing the green and gold colors of her original owner, the Rutland Railroad. A number "20" and the letters "V&M" were quickly stenciled on her sides. Mr. Hannold's beautifully-restored former Boston & Maine wooden combination car was also on hand. At about 2:00 p.m. a brief trackside ceremony was held, with the former Conrail agent symbolically handing over the keys to the yard office to Mr. Hannold, the new company's president. Then, No. 20 and the ancient wooden passenger car filled with dignitaries departed

on the inaugural run of the Virginia & Maryland Railroad, a 24-mile trip to Machipongo and return.

One hundred and forty-five years earlier, at the other end of the Peninsula, the *Delaware* had made her first trip over the New Castle & Frenchtown Rail Road. The Virginia & Maryland and her sister to the north represent a pioneer railroad venture equal in significance to the New Castle & Frenchtown. An accelerated maintenance program is underway, rolling stock is being acquired and refurbished, personnel are being trained, and prospects for the future are bright. Hopefully, the first train of the Virginia & Maryland will signal the beginning of a new era of revitilization in the railroad industry which will enable it to serve the Eastern Shore for another century and a half.

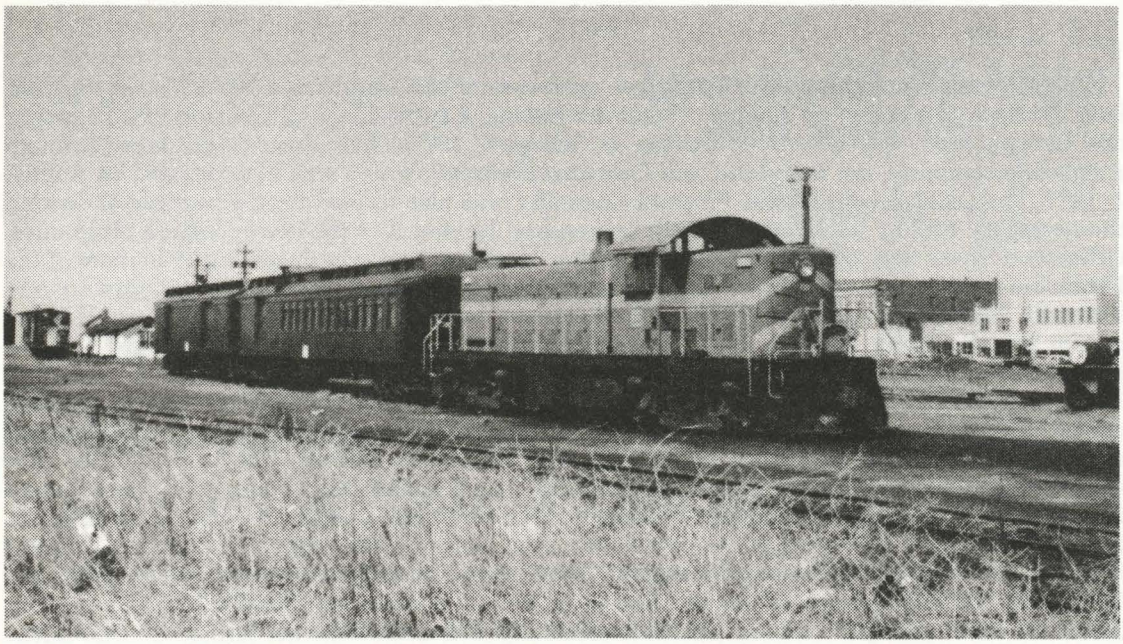


VIRGINIA & MARYLAND RAILROAD

P.O. BOX 71 CAPE CHARLES, VA. 23310

PLEASE REPLY TO:

In a century and a half of railroading on the Delmarva Peninsula, we have come full circle. In the late 1870's, the process of forging a collection of independent short line railroads into a single, unified system was begun. Who would have thought that, in the late 1970's, we would again see the name of a local short line railroad emblazoned on the flanks of a locomotive or printed at the top of a sheet of stationery? (Author's Collection)



The first train of the Virginia & Maryland Railroad is readied just hours before leaving Cape Charles on the inaugural run. (David M. Beers)

FOOTNOTES

1. *Interstate Commerce Commission Valuation Reports,* Volume 43, p. 761-763 — Docket No. 1165; Baltimore & Eastern Railroad.
2. *Railway Age,* February 16, 1924.
3. J. Cecil Matthews.
4. *Reports of the Interstate Commerce Commission,* Volume 202, p. 177.
5. Burgess and Wood, p. 123.
6. *Moody's Transportation Manual 1976,* p. 261.
7. *Reports of the Interstate Commerce Commission,* Volume 108, p. 223.
8. *Reports of the Interstate Commerce Commission,* Volume 230, p. 281.
9. Burgess and Wood, p. 131-132.
10. *One Hundred Years, The Ninety-ninth Annual Report of the Pennsylvania Railroad Company.*
11. Clarke, p. 884.
12. The Finance Dockets pertaining to these abandonment petitions were not reported by the ICC and information concerning them was found in the microfilm records of the Commission. However, the records of the abandonments of the McDaniel Branch and a portion of the Willards Branch were destroyed prior to the passage of recent legislation which requires that all such records be retained.
13. *Source Book for Rail Service Planning on the Maryland Eastern Shore,* p. 37.
14. Kent Griffith.

Bill McBride.

DISPLAYING new Eastern Shore paint scheme at Cape Charles, Va., October 1, 1987, are GP10's 8096 and 8066. Another "boy in blue" on 64-mile Delmarva Peninsula short line (ex-PRR track) is GP8 1600. Blue replaces green of previous owner Canonie Inc.

Note to Appendices

All locomotives shown in the following rosters were steam locomotives, except those in Appendix U, which are diesel-electric, and as noted in Appendix T.

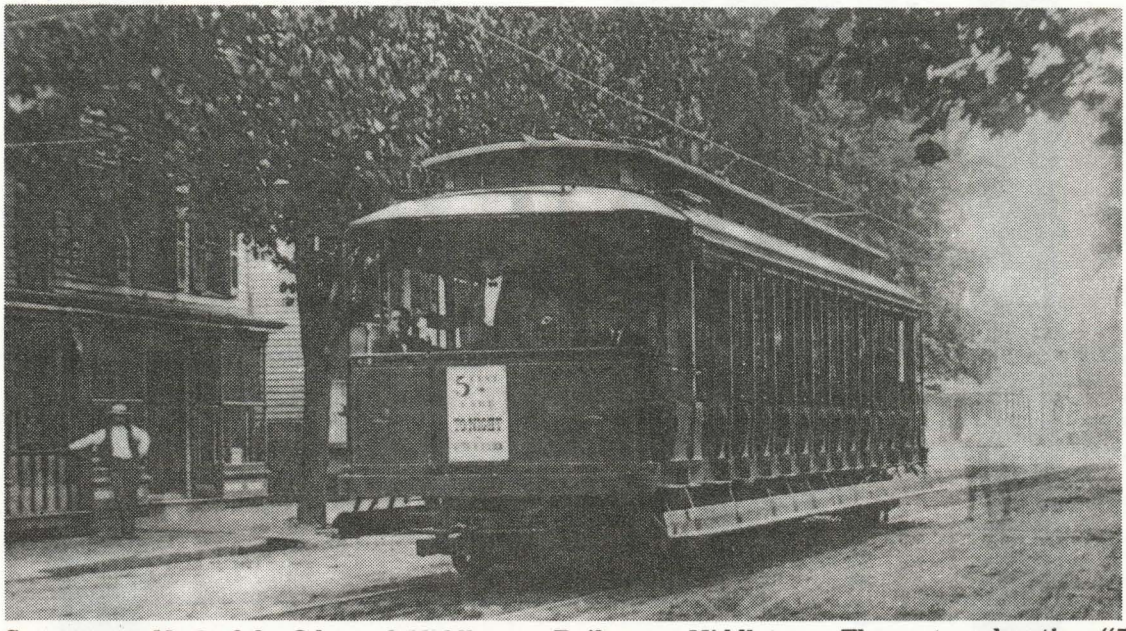
These rosters include all locomotives of which specific records have been found. No assumptions have been made unless it is so stated. Leads are presently being pursued which will undoubtedly permit identification of additional locomotives belonging to railroads that once operated on the Delmarva Peninsula. However, all information available at press time has been presented.

APPENDIX A

Electric Railways on Delmarva

Innumerable charters were granted for proposed electric railways throughout the Delmarva region during the height of their popularity, the 1890's and early 1900's. However, none were built on the Eastern Shores of Maryland and Virginia and only two and a quarter in Delaware south of Wilmington. The earliest was the Wilmington and New Castle Electric Railway which was opened between those points, eight miles apart, in March of 1897. Its gauge was 5′ 2½″. The line was extended for nine miles through lease of the New Castle and Delaware City Railway for 99 years from 1900. The Wilmington & New Castle company also provided electricity to the municipalities of Farnhurst and New Castle. In 1902, the company reported ownership of 14 passenger motors, two freight motors, and one snow plow.[1]

The Wilmington, New Castle and Southern Railway, chartered in January of 1904, was a consolidation of the Wilmington & New Castle and New Castle & Delaware City lines, the merger effective on May 1, 1904. The Wilmington, New Castle & Southern entered receivership on May 23, 1907. On December 23, 1910 the company's Wilmington & New Castle Division was sold at foreclosure and became a part of the Wilmington Southern Traction Company. The New Castle & Delaware City Division was purchased on behalf of its bondholders on January 14, 1911.[2] The lines were subsequently reunited as the Wilmington, New Castle and Delaware City Railway Company which was incorporated in December, 1915. This line remained in operation for quite a few years and was the longest-lived electric railway on the Peninsula. Toward its end in the 1930's, a single battery-powered car was used to make the shuttle between Wilmington and Delaware City.



Summer car No.2 of the Odessa & Middletown Railway at Middletown. The poster advertises "5 CENT FARE TONIGHT AFTER 6 O'CLOCK." (Post Card from Caley Historical Post Card Collection — Smyrna, Delaware)

When the Delaware Railroad was built, it by-passed the old town of Odessa, Delaware by about four miles. In order to provide Odessans with quick comfortable transportation to Middletown, the closest station on the railroad, the Odessa and Middletown Railway was born. The Odessa & Middletown was built to a gauge of 5′ 2″ and owned two cars. Its electricity was

Unissued Wilmington, New Castle & Delaware City stock certificate. (Author's Collection)

purchased.[3] The operation lasted only from about 1903 until 1909. The O. & M. Railway, however, did have the distinction of being the only trolley line to operate on the Delmarva Peninsula proper, below the traditional boundary formed by the Chesapeake & Delaware Canal. Chesapeake & Delaware Canal.

The only other electric railway on Delmarva was only about one-quarter finished when the project fizzled out. This line was originally incorporated as the Delaware General Electric Railway in August, 1899. It was to build an electric railway from Milford by way of Dover to Smyrna and Woodland Beach, about 42 miles all told. Its tracks were spiked to the standard gauge of 4′ 8½″ between the rails. Construction was begun on February 22, 1900, but only ten miles had been completed by January 1, 1902.[4] Subsequently, on April 7, 1902 the Delaware Electric Traction Company was incorporated to acquire the Delaware General Electric Railway. It was able to lay only a further two miles by May 1, 1904 and had the balance under construction. As of 1906, the company owned ten cars.[5] However, after that time we find no mention of the project in contemporary reports.

Electric railway mileage was never great on Delmarva. In view of the rapid decline of the industry from the 1920's on, its probably just as well that the Eastern Shore's network never became more extensive than it did.

ODESSA & MIDDLETOWN RAILWAY---SCHEDULE OF CARS

IN EFFECT 7.20 A. M., NOVEMBER 28TH, 1904

LEAVE ODESSA	CONNECTS DELAWARE R. R. NORTHWARD	CONNECTS DELAWARE R. R. SOUTHWARD	LEAVE MIDDLETOWN
7.20 A. M.	* 7.48 A. M.	8.21 A. M.	* 7.55 A. M.
8.15 "			8.35 "
8.55 "	* 9.22 "	* 9.18 A. M.	* 9.25 "
9.55 "	*10.24 "		*10.30 "
11.00 "		*11.37 "	*11.40 "
12.30 P. M.			1.00 P. M.
1.20 "	* 1.40 P. M.		* 2.00 "
2.30 "		* 3.53 P. M.	3.00 "
3.30 "	4.17 "	4.31 "	* 4.00 "
4.30 "	* 6.01 "		5.00 "
5.30 "			* 6.00 "
6.30 "		7.42 "	7.00 "
7.30 "			8.00 "
8.30 "			9.00 "
9.30 "			10.00. "

ALL CONNECTIONS WITH TRAINS MEAN FROM ODESSA *CONNECT PROMPTLY AT MIDDLETOWN FOR ODESSA

W. S. LETHERBURY, SUP'T.

"Schedule of Cars" of the Odessa & Middletown Railway, effective November 28, 1904. (Delaware State Archives, Dover, Delaware)

FOOTNOTES

1. *Poor's Manual* for 1902, p. 865.
2. *Poor's Manual* for 1911, p. 1931.
3. *Poor's Manual* for 1906, p. 917.
4. *Poor's Manual* for 1902, p. 863.
5. *Poor's Manual* for 1906, p. 916.

APPENDIX B

Locomotives of the New Castle & Frenchtown Rail Road

A survey was made in 1838 of the locomotives then in use on the railroads of the United States by two officers of the Baltimore & Ohio Railroad, Messrs. Knight and Labrobe. Their roster for the New Castle & Frenchtown is given below, along with information from other sources:

					From other Sources		
Name	**Weight**	**Diameter of Wheels**	**Number of Wheels**	**Builder**	**Wheel Arrange-ment**	**Size of Cyclinders (Inches)**	**Construc-tion Number**
Virginia	9	5&3	4	Stephenson	2-2-0	9x16	52
Pennsylvania	9	"	"	"	0-4-0	9x20	29
Delaware	8	"	"	"	2-2-0	11x16	23
Phoenix	8	4½	"	"	0-4-0	9x20	28
Comet	7.5	5&1.83	6	"	4-2-0	11x16	
New Castle	9	5&3	4	Young	2-2-0	11x16	

At this time (1838) only three of the engines were in continuous use, two in passenger service and one in freight service. Soon thereafter, in an effort to reduce costs, the company sold four of these engines, all but the *Virginia* and former *Maryland,* and had a new one built by the New Castle Manufacturing Company, the *New Castle, Del.* The P. W. & B. annual report for 1854 reported this engine as out of service and noted that it was owned by the New Castle & Frenchtown company, but had been running on the New Castle & Wilmington Railroad. According to the records of the New Castle Manufacturing Company, it was again called upon in 1847 when it built two locomotives named *Delaware* and *Virginia* for the New Castle & Frenchtown.

Prior to September 10, 1832, horses provided the sole motive power. They were hired until August 15, 1831, at which time the purchase of four horses was authorized. Permanent stables for the horses were acquired at a sheriff's sale on October 29, 1831. These were located on the opposite side of Delaware Street from the New Castle & Frenchtown's terminal in New Castle, near the intersection with The Strand.

The original passenger terminal in New Castle was on the south side of Delaware Street, near the entrance to The Battery from The Strand (Front Street). South of there was the railroad's wharf, the car house, which covered three tracks and measured 100 x 40 feet, and the locomotive shops. The P. W. & B. annual report for 1852 notes construction of a new brick enginehouse at New Castle, measuring 67 x 66, feet along with a new turntable and sidetrack. The station was altered to accommodate trains of the New Castle & Wilmington Railroad and streamboats. A new turntable was also installed at Frenchtown in that year.

APPENDIX C

Locomotives of the Delaware Railroad

From its outset, the Delaware Railroad was supplied with locomotives by the P. W. & B. The annual reports of the P. W. & B. in early years almost always included a complete locomotive roster. However, only very rarely were they broken down to show which were assigned to the Delmarva lines. The twenieth annual report listed the following locomotives in service in 1857 on the Delaware Railroad, the New Castle & Frenchtown, and the New Castle & Wilmington:

Name	Date placed In Service	Size of Cylinders (Inches)	Diameter of Drivers (Inches)	Total Weight (Pounds)	Builder
Delaware	1851	15x20	66	42070	New Castle Mfg. Co.
Harrison	1840				Baldwin Loco. Works
New Castle	1852	13x20	60	39350	New Castle Mfg. Co.
Philadelphia	1852	13x20	60	39250	" " " "
Thomas Clayton	1857	13x20	60	39500	" " " "
Victory	1847				" " " "

Wilson, in the first volume of his *History of the Pennsylvania Railroad Company,* gives a roster showing engines in use in 1861 on the Delaware Railroad and the other Delmarva lines that the company was operating by that time: the New Castle & Frenchtown, New Castle & Wilmington, Eastern Shore, and Junction & Breakwater railroads. It indicates that the *Harrison* had been retired and that the following locomotives had been added:

Boston	1848	14&8x20	60	41800	New Castle Mfg. Co.
Princess Anne	1858	15x20	66	45500	" " " "
William Penn	1855	17x22	66	51500	" " " "

Then, as of October 31, 1865, the company indicated that the *Victory* was retired and that the following engines were at work on the Peninsula in addition to those already mentioned:

America	1854	17x22	66	52680	New Castle Mfg. Co.
C. W. Morris, Jr.	1854	17x22	66	56380	" " " "
Goliah	1853	17x22	50	44860	" " " "
Virginia	1854	15x20	60	45000	" " " "

Locomotives inherited from the various short lines acquired in the early 1880's didn't last very long on the P. W. & B. roster.

Originally there was a small turntable and roundhouse at Delmar. This building was replaced by an expanded facility in 1886. In 1885 the Delaware Division shops were located at Clayton, which until then had not been an engine servicing point. As of 1867 there was a small enginehouse at Dover and two on the Junction & Breakwater Railroad at South Milford and Georgetown. There was also at one time an enginehouse at Seaford.

APPENDIX D

Locomotives of the Junction & Breakwater Railroad

Name	Number	Wheel Arrangement	Builder	Construction Number	Date Built	Size of Cylinders (Inches)	Diameter of Drivers (Inches)	Remarks
Kent		4-4-0	Baldwin	1742	July 1868	14x24	60¼	Became D. M. & V. No. 2 in 1883, Later renumbered D. M. & V. 252, Became P. W. & B. No. 107 in Aug. 1886, Scrapped in Aug. 1886
New York		4-4-0	Baldwin	2408	April 1871	14x24	60¼	Became D. M. & V. No. 3 in 1883, Later renumbered D. M. & V. 253, Became P. W. & B. No. 108 in Aug. 1886, Sold to New York Equipment Co. in Aug. 1888, Later became Louisiana & Northwest Railroad No. 2
	4	4-4-0	New Castle		1857	13x20	60	Former P. W. & B. *Thomas Clayton,* Purchased in Nov. 1875 after serving on Kent County Railroad
Rehoboth	5	4-4-0	Baldwin	4362	June 1878	14x24	56	Became D. M. & V. No. 6 in 1883, Later renumbered D. M. & V. 256, Became P. W. & B. No. 111 in Aug. 1886, Sold to E. H. Wilson in Dec. 1887

Furthermore, the following locomotive which was on the Delaware, Maryland & Virginia Railroad roster was probably a former Junction & Breakwater locomotive, but its name or number on that road is unknown:

		4-4-0	Grant		1868	12x24	62	Became D. M. & V. No. 1 in 1883, Later renumbered D. M. & V. 251, Became P. W. & B. No. 106 in Aug. 1886, Sold to Wicomico & Pocomoke Railroad in 1886

APPENDIX E

Locomotives of the Worcester Rail Road

Name	Number	Wheel Arrangement	Builder	Construction Number	Date Built	Size of Cylinders (Inches)	Diameter of Drivers (Inches)	Remarks
Snow Hill		4-4-0	Baldwin	3648	Aug. 1874	14x22	56	Became D. M. & V. No. 4 in 1883, Later renumbered D. M. & V. 254, Became P. W. & B. No. 109 in Aug. 1886, Sold to E. H. Wilson in Aug. 1888
Franklin City	3	4-4-0	Baldwin	5418	Dec. 1880	15x24	56	Became D. M. & V. No. 7 in 1883, Later renumbered D. M. & V. 257, Became P. W. & B. No. 112 in Aug. 1886, Sold to Baltimore & Eastern Shore Railroad in Feb. 1893, Later became Baltimore, Chesapeake & Atlantic Railway No. 7

Furthermore, the following locomotive which was on the Delaware, Maryland & Virginia Railroad roster was probably a former Worcester Rail Road locomotive, but its name or number on that road is unknown:

		4-4-0	Grant		1875	14x26	62	Became D. M. & V. No. 5 in 1883, Later renumbered D. M. & V. 255, Became P. W. & B. No. 110 in Aug. 1886, Sold to E. H. Wilson in April 1890

During the first two years of operation (1872-1874), while the Worcester Rail Road was still under the control of the Wicomico & Pocomoke Railroad, it is likely that the W. & P. used its own locomotives to operate the line.

APPENDIX F

Locomotives of the Delaware, Maryland & Virginia Railroad

Original Number	As Renumbered	Wheel Arrangement	Builder	Construction Number	Date Built	Size of Cylinders (Inches)	Diameter of Drivers (Inches)	Remarks
1	251	4-4-0	Grant		1868	12x24	62	Probably a former J. & B. locomotive, Became P. W. & B. No. 106 in Aug. 1886, Sold to Wicomico & Pocomoke Railroad in 1886
2	252	4-4-0	Baldwin	1742	July 1868	14x24	60¾	Former J. & B. *Kent,* Became P. W. & B. No. 107 in Aug. 1886, Scrapped in Aug. 1886
3	253	4-4-0	Baldwin	2408	April 1871	14x24	60¾	Former J. & B. *New York,* Became P. W. & B. No. 108 in Aug. 1886, Sold to New York Equipment Co. in Aug. 1886, Later became Louisiana & Northwest Railroad No. 2
4	254	4-4-0	Baldwin	3648	Aug. 1874	14x22	56	Former W. R. R. *Snow Hill,* Became P. W. & B. No. 109 in Aug. 1886, Sold to E. H. Wilson in Aug. 1888
5	255	4-4-0	Grant		1875	14x26	62	Probably a former W. R. R. locomotive, Became P. W. & B. No. 110 in Aug. 1886, Sold to E. H. Wilson in April 1890
6	256	4-4-0	Baldwin	4362	June 1878	14x24	56	Former J. & B. No. 5, the *Rehoboth,* Became P. W. & B. No. 111 in Aug. 1886, Sold to E. H. Wilson in Dec. 1887
7	257	4-4-0	Baldwin	5418	Dec. 1880	15x24	56	Former W. R. R. No. 3, the *Franklin City,* Became P. W. & B. No. 112 in Aug. 1886, Sold to Baltimore & Eastern Shore Railroad in Feb. 1893, Later became Baltimore, Chesapeake & Atlantic Railway No. 7

The renumbering probably occurred in 1885, when the P. W. & B. assumed operation of the line.

The shops and offices of the D. M. & V. were located at Lewes until December, 1884, when they were relocated to Georgetown.

APPENDIX G

Locomotives of the Maryland & Delaware Railroad

Name	Wheel Arrangement	Builder	Construction Number	Date Built	Size of Cylinders (Inches)	Diameter of Drivers (Inches)	Remarks
General Tilghman	4-4-0	Rhode Island	6	Dec. 1866	16x24	60	Became D. & C. No. 3, Became P. W. & B. No. 93 in Aug. 1882, Destroyed in wreck in June 1885

The following locomotives which were on the Delaware & Chesapeake Railway roster are known to have been former Maryland & Delaware locomotives, but their names on that road are unknown:

	4-4-0	Norris		1864	15x22	60	Became D. & C. No. 1, Became P. W. & B. No. 92 in Aug. 1882, Sold to E. H. Wilson in Nov. 1883
	4-4-0	McKay & Aldus			15x22	60	Became D. & C. No. 4, Became P. W. & B. No. 94 in Aug. 1882, Renumbered P. W. & B. Second No. 106 in Aug. 1886, Scrapped in March 1887

The Maryland & Delaware had a turntable and three-stall enginehouse located at Easton.

APPENDIX H

Locomotives of the Delaware & Chesapeake Railway

Number	Wheel Arrangement	Builder	Construction Number	Date Built	Size of Cylinders (Inches)	Diameter of Drivers (Inches)	Remarks
1	4-4-0	Norris		1864	15x22	60	A former M. & D. locomotive, Became P. W. & B. No. 92 in Aug. 1882, Sold to E. H. Wilson in Nov. 1883
3	4-4-0	Rhode Island	6	Dec. 1866	16x24	60	Former M. & D. *General Tilghman,* Became P. W. & B. No. 93 in Aug. 1882, Destroyed in wreck in June 1885
4	4-4-0	McKay & Aldus			15x22	60	A former M. & D. locomotive, Became P. W. & B. No. 94 in Aug. 1882, Renumbered P. W. & B. Second No. 106 in Aug. 1886. Scrapped in March 1887

APPENDIX I

Locomotives of the Dorchester & Delaware Railroad

Name	Wheel Arrangement	Builder	Construction Number	Date Built	Size of Cylinders (Inches)	Diameter of Drivers (Inches)	Remarks
W. Wilson Byrn	4-4-0	Baldwin	1784	Oct. 1868	12x22	56	Built as a wood-burner, Converted to a coal-burner in Aug. 1882

The Dorchester & Delaware had a two-stall enginehouse located at Cambridge.

APPENDIX J

Locomotives of the Queen Anne's & Kent Railroad

Name	Original Number	As Renumbered	Wheel Arrangement	Builder	Construction Number	Date Built	Size of Cylinders (Inches)	Diameter of Drivers (Inches)	Remarks
Queen Anne		301	4-4-0	Baldwin	2179	July 1870	12x22	56¾	Became P. W. & B. No. 104 in Feb. 1884, Drivers changed to 48", Sold to J. A. Hodgman in May 1884
Isaac Hinkley	2	302	4-4-0	P. W. & B.		1869	16x22	60	Former P. W. & B. No. 54, Purchased by Q. A. & K. in 1880, Became P. W. & B. No. 105 in Feb. 1884, Scrapped in Jan. 1887

Poor's Manual for 1875-1876 gives the Queen Anne's & Kent roster as four locomotives (three leased and one owned), three passenger cars, and two baggage, mail, and express cars, with all other equipment being leased. Thus, it is likely that these were the only two locomotives owned by the company. No. 2 was probably named after Isaac Hinkley who was president of the P. W. & B. at about this time. The renumbering probably occurred in 1883, when he P. W. & B. assumed operation of the line.

APPENDIX K

Locomotives of the Baltimore & Delaware Bay Railroad

Wheel Arrangement	Builder	Construction Number	Date Built	Size of Cylinders (Inches)	Diameter of Drivers (Inches)	Remarks
4-4-0	Baldwin			14½x24	60	Former P. W. & B. Second No. 54, Purchased by Fred Gerker in Dec. 1881 and probably used on the B. & D. B., Sold to Southern Iron & Equipment Co. in Jan. 1906
4-4-0	Baldwin	2089	Feb. 1870	14x22	60¾	Originally West Chester & Philadelphia Railroad No. 12, Renumbered W. C. & P. 112 in 1880, Became Philadelphia & Baltimore Central Railroad No. 222 in 1881, Purchased by B. & D. B. in Jan. 1884
4-4-0	Baldwin	2110	March 1870	14x24	56¾	Originally Philadelphia & Baltimore Central Railroad No. 8, Renumbered P. & B. C. 208 in 1881, Purchased by Fred Gerker in Aug. 1886 and probably used on B. & D. B.
2-4-4T	Baldwin	2486	Aug. 1871	16x20	63	Originally Central Railroad of New Jersey No. 125, Purchased by B. & D. B. in May 1889, Returned to C. N. J. in exchange for C. N. J. No. 62 in Aug. 1891, Sold to David Kaufman for scrap in May 1899
4-4-0	Baldwin	2085	March 1870	16x22	61⅝	Originally Lehigh & Susquehanna Railroad No. 70, Became C. N. J. No. 270, Purchased by B. & D. B. in Aug. 1889
4-4-0	Baldwin	1683	Jan. 1868	16x22	61⅝	Originally L. & S. No. 37, the *Catasauqua,* Became C. N. J. No. 237, Purchased by B. & D. B. in Aug. 1889, Destroyed in wreck in July 1898
4-4-0	Taunton	319	1864	17x24	57⅝	Originally C. N. J. No. 52, the *Gloucester,* Later renumbered C. N. J. 62, Sent to B. & D. B. in exchange for C. N. J. No. 125 in Aug. 1891
4-4-0	Baldwin	1681	Jan. 1868	17x24	61⅝	Originally L. & S. No. 36, the *Easton,* Became C. N. J. No. 236, Purchased by B. & D. B. in Aug. 1898

In 1873, Baltimore & Delaware Bay Railroad predecessor Kent County Railroad purchased New Jersey Southern Railroad No. 16, the *Long Branch,* and the Smyrna & Delaware Bay Railroad purchased New Jersey Southern No. 10, the *S. G. Wheeler.* The *Long Branch* was built by Danforth Locomotive & Machine Company in November of 1868, while the *S. G. Wheeler* was built by the New Jersey Locomotive & Machine Company in November of 1864.

APPENDIX L

Locomotives of the Eastern Shore Railroad

Name	Wheel Arrangement	Builder	Construction Number	Date Built	Size of Cylinders (Inches)	Diameter of Drivers (Inches)	Remarks
New Castle	4-4-0	New Castle		1852	13x20	60	Former P. W. & B. *New Castle,* Used by the P. W. & B. in operating the line and probably sold to the Eastern Shore Railroad in 1869, when the company began independent operation
Somerset	4-4-0	Baldwin	2045	Dec. 1869	15x22	60¾	
Wicomico	4-4-0	Baldwin	2736	March 1872	15x22	60¾	
Kingston	4-4-0	Baldwin	3580	April 1874	13x24	61	

APPENDIX M

Locomotives of the New York, Philadelphia & Norfolk Railroad

Original Number	As Renumbered in 1918	Wheel Arrangement	Builder	Construction Number	Date Built	P.R.R. Class	Size of Cylinders (Inches)	Diameter of Drivers (Inches)	Remarks
Second 1		4-4-0	Baldwin	9901	March 1889		17x24	62	
Third 1	6501	2-8-0	Baldwin	27436	Feb. 1906	H6sb	22x28	56	Former P.R.R. No. 2966, Purchased by N.Y.P.&N. in March 1915, Reclassified from H6b in Feb. 1916, Became Norfolk & Portsmouth Belt Line Railroad No. 40 in Aug. 1929
Second 2		4-6-0	Baldwin	14270	April 1895		18x24	62	
Third 2	6502	2-8-0	Baldwin	28077	May 1906	H6sb	22x28	56	Former P.R.R. No. 3294, Reclassified from H6b in March 1915, Purchased by N.Y.P.&N. in May 1916, Scrapped in July 1936
Second 3		4-6-0	Baldwin	14271	April 1895		18x24	62	Sold to Butler County Railroad
Third 3	6503	2-8-0	Baldwin	26749	Nov. 1904	H6sb	22x28	56	Former P.R.R. No. 3294, Reclassified from H6b in March 1915, Purchased by N.Y.P.&N. in May 1916, Scrapped in July 1936
4		4-4-0	Baldwin	7401	Aug. 1884	D8	17x24	62	
Second 4	6504	4-4-2	Baldwin	30370	March 1907		19½x26	72	
5		4-4-0	Baldwin	7402	Aug. 1884	D8	17x24	62	
Second 5	6505	2-8-0	Juniata	2032	May 1910	H6sb	22x28	56	Reclassified from H6b in 1915, Scrapped in March 1934
6		4-4-0	Baldwin	7408	Aug. 1884	D8	17x24	62	
Second 6	6506	4-4-2	Juniata	2225	April 1911	E5s	22x26	80	Reclassified from E5, Scrapped in Dec. 1939
7		4-4-0	Baldwin	7409	Aug. 1884	D8	17x24	62	
Second 7	6507	2-8-0	Juniata	2033	May 1910	H6sb	22x28	56	Reclassified from H6b, Scrapped in Oct. 1938
8		4-4-0	Baldwin	7776	Jan. 1886		17x24	62	
Second 8	6508	0-6-0	Baldwin	17785	May 1900		19x24	50	Sold in May 1923
9		0-6-0	Baldwin	7779	Jan. 1886		15x22	44	
Second 9		4-6-0	Baldwin	20065	Feb. 1902		19x26	68	Sold to Chestnut Ridge Railway
Third 9	6509	2-8-0	Baldwin	27187	Jan. 1906	H6sb	22x28	56	Former P.R.R. No. 2937, Reclassified from H6b in Aug. 1913, Purchased by N.Y.P.&N. in Feb. 1917 and numbered 44, Renumbered to 9 in May 1918, Scrapped in July 1936
10		4-4-0	Baldwin	7987	June 1887		17x24	62	
Second 10		4-6-0	Baldwin	20066	Feb. 1902		19x26	68	

APPENDIX M (Continued)

Original Number	As Renumbered in 1918	Wheel Arrangement	Builder	Construction Number	Date Built	P.R.R. Class	Size of Cylinders (Inches)	Diameter of Drivers (Inches)	Remarks
Third 10	6510	2-8-0	Baldwin	27971	April 1906	H6sb	22x28	56	Former P.R.R. No. 3076, Reclassified from H6b in Feb. 1915, Purchased by N.Y.P.&N. in March 1917 and numbered 45, Later renumbered to 10, Scrapped in April 1937
11		0-6-0	Baldwin	8635	June 1887		15x22	44	
Second 11	6511	0-6-0	Juniata	2019	April 1910	B8	20x24	56	Scrapped in Jan. 1938
12		4-4-0	Baldwin	9902	March 1889		18x24	62	
Second 12	6512	2-8-0	Baldwin	28017	April 1906	H6sb	22x28	56	Former P.R.R. No. 3079, Purchased by N.Y.P.&N. in March 1915, Reclassified from H6b in April 1916, Scrapped in Oct. 1936
13		4-6-0	Baldwin	3173	March 1872	G1	18x22	56	Former P.R.R. No. 808, Purchased by N.Y.P.&N. in June 1890
Second 13		4-4-2	Baldwin	16885	July 1899		18x24	68	
Third 13	6513	4-4-2	Juniata	2808	April 1914		23½x26	80	Former P.R.R. No. 1649, Purchased by N.Y.P.&N. in April 1917 and numbered 46, Later renumbered to 13
14		4-6-0	Baldwin	3326	July 1873	G1	18x22	56	Former P.R.R. No. 85, Purchased by N.Y.P.&N. in June 1890
Second 14		4-6-0	Baldwin	14683	Feb. 1896		18x24	62	Former P.R.R. No. 6514, Sold by N.Y.P.&N. to Southern Iron & Equipment Co. as their No. 1039, Sold to Chesapeake Beach Railway as their No. 7 in March 1917, Scrapped in Feb. 1942
Third 14	6514	2-8-0	Baldwin		Nov. 1905	H6sb	22x28	56	Former P.R.R. No. 2911, Reclassified from H6b in June 1915, Purchased by N.Y.P.&N. in May 1916, Scrapped in Oct. 1928
15		4-6-0	Baldwin	3071	Dec. 1872	G1	18x22	56	Former P.R.R. No. 568, Purchased by N.Y.P.&N. in March 1891
Second 15		4-6-0	Baldwin	14684	Feb. 1896		18x24	62	
Third 15	6515	2-8-0	Baldwin	27737	March 1906	H6sb	22x28	56	Former P.R.R. No. 3053, Reclassified from H6b in Sept. 1915, Purchased by N.Y.P.&N. in April 1916, Scrapped in April 1927
16		4-6-0	Baldwin	2070	Feb. 1870	G1	18x22	56	Former P.R.R. No. 482, Purchased by N.Y.P.&N. in April 1891
Second 16		4-4-2	Baldwin	16886	July 1894		18x24	68	Sold for scrap in Feb. 1922
Third 16	6516	2-8-0	Baldwin		1905	H6sb	22x28	56	Reclassified from H6b in March 1913, Scrapped in March 1934
17		4-6-0	Baldwin	3043	Dec. 1872	G1	18x22	56	Former P.R.R. No. 558, Purchased by N.Y.P.&N. in April 1891

APPENDIX M (Continued)

Original Number	As Renumbered in 1918	Wheel Arrangement	Builder	Construction Number	Date Built	P.R.R. Class	Size of Cylinders (Inches)	Diameter of Drivers (Inches)	Remarks
Second 17	6517	4-6-0	Baldwin	21638	Feb. 1903		19x26	68	Sold for scrap in Feb. 1922
18		4-6-0	Baldwin	15160	Jan. 1897		18x24	62	Sold to Southern Iron & Equipment Co. as their No. 1040 in 1916
Second 18	6518	0-6-0	Juniata	2605	March 1913		20x24	56	Former P.R.R. No. 3454, Purchased by N.Y.P.&N. in April 1916, Scrapped in Jan. 1929
19	6519	4-6-0	Baldwin	18816	March 1901		19x26	62	
20		4-6-0	Baldwin	18817	March 1901		19x26	62	Became Cape Charles Railroad No. 101, Later became N.Y.P.&N. No. 43
Second 20	6520	2-8-0	Baldwin	28816	Aug. 1906	H6sb	22x28	56	Former P.R.R. No. 356, Reclassified from H6b in July 1913, Purchased by N.Y.P.&N. in Feb. 1917, Scrapped in Oct. 1937
21	6521	4-6-0	Baldwin	25250	March 1905		20x26	68	Sold in May 1923
22	6522	4-6-0	Baldwin	21735	March 1903		19x26	68	Sold in Aug. 1923
23	6523	4-6-0	Baldwin	21654	Feb. 1903		19x26	68	Scrapped in Sept. 1923
24	6524	4-6-0	Baldwin	21666	Feb. 1903		19x26	68	Sold in May 1923
25	6525	4-6-0	Baldwin	23768	Feb. 1904		20x26	68	
26	6526	4-6-0	Baldwin	23779	Feb. 1904		20x26	68	
27	6527	4-6-0	Baldwin	23872	May 1904		20x26	68	Sold in May 1929
28	6528	4-6-0	Baldwin	25251	March 1905		20x26	68	
29	6529	0-6-0	Baldwin	25307	March 1905		20x26	50	
30	6530	4-6-0	Baldwin	27602	Feb. 1906		20x26	68	
31	6531	4-6-0	Baldwin	27618	Feb. 1906		20x26	68	Scrapped in Oct. 1926
32	6532	4-4-2	Baldwin	30371	March 1907		19½x26	72	
33	6533	2-8-0	Juniata	2034	May 1910	H6sb	22x28	56	Reclassified from H6b in Oct. 1912, Scrapped in Nov. 1936
34	6534	2-8-0	Juniata	2035	May 1910	H6sb	22x28	56	Reclassified from H6b in April 1914, Scrapped in Nov. 1933
35	6535	0-6-0	Juniata	2020	April 1910	B8	20x24	56	Scrapped in Jan. 1929
36	6536	4-4-2	Juniata	2226	April 1911	E5s	22x26	80	Reclassified from E5 in March 1916
37	6537	0-6-0	Juniata	2411	April 1912	B8	20x24	56	
38	6538	4-4-2	Juniata	2669	Aug. 1913	E5s	22x26	80	
39	6539	2-8-0	Juniata	2660	July 1913	H6sb	22x28	56	
40	6540	2-8-0	Juniata	2661	July 1913	H6sb	22x28	56	

APPENDIX M (Continued)

Original Number	As Renumbered in 1918	Wheel Arrangement	Builder	Construction Number	Date Built	P.R.R. Class	Size of Cylinders (Inches)	Diameter of Drivers (Inches)	Remarks
41	6541	0-6-0	Juniata	2604	March 1913	B8a	20x24	56	Former P.R.R. No. 3453, Purchased by N.Y.P.&N. in March 1915, Reclassified from B8 in Sept. 1915
42	6542	0-6-0	Juniata	2603	March 1913	B8a	20x24	56	Former P.R.R. No. 3452, Reclassified from B8 in June 1911, Purchased by N.Y.P.&N. in Jan. 1917
43	6543	4-6-0	Baldwin	18817	March 1901		19x26	62	Former Cape Charles Railroad No. 101, Originally N.Y.P.&N. No. 20
44		2-8-0	Baldwin	27187	Jan. 1906	H6sb	22x28	56	Former P.R.R. No. 2937, Reclassified from H6b, Later renumbered N.Y.P.&N. 9
45		2-8-0	Baldwin	27921	April 1906	H6sb	22x28	56	Former P.R.R. No. 3076, Reclassified from H6b, Later renumbered N.Y.P.&N. 10
46		4-4-2	Juniata	2808	April 1914	E6s	23½x26	80	Former P.R.R. No. 1649, Purchased by N.Y.P.&N. in April 1917, Later renumbered N.Y.P.&N. 13

First Nos. 1, 2, and 3 were likely the former Eastern Shore Railroad locomotives *Somerset, Wicomico,* and *Kingston.* The locomotives of the N.Y.P.&N. were renumbered into the Pennsylvania Railroad 6500 series in August of 1918, but did not have the "N.Y.P.&N." on their tenders replaced with "PENNSYLVANIA" until after March 1, 1920.

In addition to the principal shops of the N.Y.P.&N., which were located at Cape Charles, there was an enginehouse located at Kings Creek. The facilities constructed at Cape Charles in 1910 included a 75-foot turntable, a roundhouse with six 90-foot stalls, an erecting shop with five tracks, a machine shop, a blacksmith shop, a power house, and an office building.

APPENDIX M (Concluded)

The ICC Valuation Report for the N. Y. P. & N., issued just prior to takeover by the Pennsylvania Railroad, listed the following equipment:

Locomotives	
Freight	28
Passenger	7
Switch	6
	41
Freight Cars	
Box	1,930
Gondola	150
Caboose	28
	2,108
Passenger Cars	
Baggage & Express	10
Coach	20
	30
Work Equipment	
Box	8
Business	1
Bunk Box	33
Bunk Coach	2
Bunk & Kitchen	1
Coach	1
Derrick	1
Flat	1
Gondola	2
Pay	1
	54
Floating Equipment	
Barge	18
Steamship	3
Tug	10
Pile Driver	2
	33

APPENDIX N

Locomotives of the Wicomico & Pocomoke Railroad

Name	Wheel Arrangement	Builder	Construction Number	Date Built	Size of Cylinders (Inches)	Diameter of Drivers (Inches)	Remarks
L. Showell	4-4-0	Baldwin	1702	March 1868	10x20	56	Sold to Worcester & Somerset Railroad in Sept. 1872
Seaside	4-4-0	Baldwin	3491	Nov. 1873			Became B.&E.S. *Seaside,* Later became B.C.&A. No. 4, Sold to a dealer in Atlanta, Ga. in Dec. 1899
	4-4-0	Grant		1868	12x24	62	Probably originally a Junction & Breakwater locomotive, Became D. M. & V. No. 1 in 1883, Later renumbered D. M. & V. 251, Became P. W. & B. No. 106 in Aug. 1886, Purchased by W. & P. in 1886

APPENDIX O

Locomotives of the Baltimore & Eastern Shore Railroad

Name	Wheel Arrangement	Builder	Construction Number	Date Built	Size of Cylinders (Inches)	Diameter of Drivers (Inches)	Remarks
Seaside	4-4-0	Baldwin	3491	Nov. 1873			Former Wicomico & Pocomoke Railroad *Seaside,* Became B. C. & A. No. 4, Sold to a dealer in Atlanta, Ga. in Dec. 1899
	4-4-0	Baldwin	3238	April 1873	15x24	61	Originally Philadelphia & Baltimore Central Railroad No. 10, Renumbered P. & B. C. 210 in 1881, Became P. W. & B. No. 17 in Oct. 1890, Purchased by B. & E. S. in Oct. 1890
	4-4-0	Baldwin	5418	Dec. 1880	15x24	56	Originally Worcester Rail Road No. 3, the *Franklin City,* Became D.M.&V. No. 7 in 1883, Later renumbered D. M. & V. 257, Became P. W. & B. No. 112 in Aug. 1886, Purchased by B. & E. S. in Feb. 1893, Later became B. C. & A. No. 7

APPENDIX P

Locomotives of the Baltimore, Chesapeake & Atlantic Railway

Number	Wheel Arrangement	Builder	Construction Number	Date Built	P.R.R. Class	Size of Cylinders (Inches)	Diameter of Drivers (Inches)	Remarks
Second 3	4-4-0	Altoona	2017	Oct. 1897	D13c	18½x24	68	Originally P.W.&B. Second No. 140, Became Northern Central Railway No. 3074 in July 1899, Renumbered N.C. 4074 in 1903, Purchased by B.C.&A. in May 1914
4	4-4-0	Baldwin	3491	Nov. 1873				Originally Wicomico & Pocomoke Railroad *Seaside,* Became B.&E.S. *Seaside,* Sold to a dealer in Atlanta, Ga. in Dec. 1899
Third 4	4-4-0	Altoona	2020	Nov. 1897	D13c	18½x24	68	Originally P.W.&B. Second No. 162, Became N.C. No. 3076 in Aug. 1899, Renumbered N.C. 4076 in 1903, Purchased by B.C.&A. in May 1914, Sold to First National Films in 1928 and destroyed in filming of wreck scene for movie
Second 5	4-4-0	Altoona	2019	Oct. 1897	D13c	18½x24	68	Former N.C. No. 3107, Renumbered N.C. 4107 in 1903, Purchased by B.C.&A. in May 1914
7	4-4-0	Baldwin	5418	Dec. 1880		15x24	56	Originally Worcester Rail Road No. 3, the *Franklin City,* Became D.M.&V. No. 7 in 1883, Later renumbered D.M.&V. 257, Became P.W.&B. No. 112 in Aug. 1886, Purchased by B.&E.S. in Feb. 1893
8	4-4-0	Baldwin	14273	April 1895		16x24	62	Scrapped, Boiler used in M.D.&V. Love Point shops
9	4-4-0	Baldwin	15922	May 1898		16x24	62	Scrapped, probably in 1917, Boiler used in B.C.&A. Naylor Street shops
Second 10	4-4-0	Altoona	1425	Aug. 1889	D13a	18½x24	68	Originally class D12a, P.W.&B. Second No. 25, Reclassified as D13a and renumbered P.W.&B. 5025, Purchased by B.C.&A. in April 1913
Second 11	4-4-0	Juniata	231	May 1893	D13a	18½x24	68	Originally P.W.&B. No. 224, Later renumbered P.W.&B. 5224, Purchased by B.C.&A. in May 1913, Reboilered by Juniata in May 1922
Second 12	4-4-0				D13a	18½x24	68	Originally P.W.&B. No. 14, Later renumbered P.W.&B. 5014, Received boiler from P.W.&B. No. 5220 when purchased by B.C.&A. in Feb. 1911
13	4-4-0	Altoona	1794	Oct. 1892	D13c	18½x24	68	Originally P.R.R. No. 344, Reclassified from D13a in Sept. 1908, Purchased by B.C.&A. in June 1915
14	4-4-0	Altoona	1879	July 1893	D13c	18½x24	68	Originally P.R.R. No. 1673, Renumbered P.R.R. 522 in Sept. 1893, Purchased by B.C.&A. in June 1915

APPENDIX P (Continued)

Number	Wheel Arrangement	Builder	Construction Number	Date Built	P.R.R. Class	Size of Cylinders (Inches)	Diameter of Drivers (Inches)	Remarks
15	4-4-0	Altoona	1923	Aug. 1894	D13c	18½x24	68	Originally P.R.R. No. 296, Became N.C. No. 49 in Nov. 1895, Renumbered N.C. 3049 in 1897, Renumbered N.C. 4049 in 1903, Purchased by B.C.&A. in May 1915
16	4-4-0	Altoona	2013	Sept. 1897	D13c	18½x24	68	Originally Philadelphia & Erie Railroad No. 2004, Renumbered P.&E. 1666 in April 1898, Purchased by B.C.&A. in May 1915
17	4-4-0	Altoona	1925	Sept. 1894	D13c	18½x24	68	Originally P.R.R. No. 174, Became N.C. No. 130, Renumbered N.C. 3130 in 1897, Renumbered N.C. 4130 in 1903, Purchased by B.C.&A. in July 1916
18	4-4-0	Altoona	1844	March 1893	D13c	18½x24	68	Originally P.R.R. No. 1637, Became West Jersey & Seashore Railroad No. 6016 in Feb. 1911, Purchased by B.C.&A. in June 1917
19	4-4-0	Altoona	1846	May 1893	D13c	18½x24	68	Former P.R.R. No. 1639, Purchased by B.C.&A. in June 1917
20	4-4-0	Altoona	1857	May 1893	D13c	18½x24	68	Originally P.R.R. No. 86, Renumbered P.R.R. 1000 in May 1911, Purchased by B.C.&A. in Oct. 1920
Second 20	4-4-0	Altoona	2113	April 1900	D13c	18½x24	68	Originally Cumberland Valley Railroad No. 34, Renumbered C.V. 3785 in March 1920, Renumbered C.V. 03785 in Aug. 1920, Purchased by B.C.&A. in June 1922, Scrapped in Dec. 1928
	4-4-0	Baldwin	3238	April 1873		15x24	61	Originally Philadelphia & Baltimore Central Railroad No. 10, Renumbered P.&B.C. 210 in 1881, Became P.W.&B. No. 17 in Oct. 1890, Purchased by B.&E.S. in Oct. 1890
	4-4-0	P.W.&B.		1881		17x24	68	Former P.W.&B. No. 87, Purchased by B.C.&A. in May 1903
	4-4-0	Baldwin	2663	Jan. 1872		17x24	68	Originally Baltimore & Potomac Railroad No. 5, Renumbered B.& P. 305 in 1884, Became P.W.&B. No. 163 in Jan. 1891, Purchased by B.C.&A. in July 1903
	4-4-0	Baldwin	2627	Nov. 1871		17x24	68	Originally B.&P. No. 1, Renumbered B.&P. 301 in 1884, Became P.W.&B. No. 159 in Jan. 1891, Later renumbered P.W.&B. 5359, Built with two-dome straight boiler and 66¾″ drivers, Rebuilt with single-dome wagon top boiler and 68″ drivers at Wilmington in 1889, Purchased by B.C.&A. in March 1904
	4-4-0	Baldwin	2641	Dec. 1871		17x24	68	Originally B.&P. No. 2, Renumbered B.&P. 302 in 1884, Became P.W.&B. No. 160 in Jan. 1891, Built and rebuilt as above, Purchased by B.C.&A. in April 1904

APPENDIX P (Concluded)

Number	Wheel Arrangement	Builder	Construction Number	Date Built	P.R.R. Class	Size of Cylinders (Inches)	Diameter of Drivers (Inches)	Remarks
	4-4-0	Baldwin	2792	May 1872		17x24	68	Originally B.&P. No. 10, Renumbered B.&P. 310 in 1884, Became P.W.&B. Second No. 109 in Oct. 1888, Built and rebuilt as above, Purchased by B.C.&A. in Sept. 1904
	4-4-0	Altoona	92	Aug. 1871	D3	17x24	62	Originally P.R.R. No. 503, Became P.W.&B. No. 97 in Aug. 1882, Later renumbered P.W.&B. 5397, Purchased by B.C.&A. in June 1906
	4-4-0	Altoona	915	July 1884		16x24	62	Originally P.W.&B. Second No. 85, Later renumbered P.W.&B. 5085 and 5585, Purchased by B.C.&A. in March 1908
	4-4-0	Altoona	927	Aug. 1884	D8a	18x24	62	Originally B.&P. No. 307, Became P.W.&B. No. 165 in Jan. 1891, Later renumbered P.W.&B. 5165 and 5665, Purchased by B.C.&A. in March 1908
	4-4-0	Altoona	1787	Sept. 1892	D13a	18½x24	68	Originally P.W.&B. No. 214, Later renumbered P.W.&B. 5214, Purchased by B.C.&A. in May 1911
	4-4-0	Altoona	2065	May 1899	D16sb	18½x26	68	Originally class D16c, P.W.&B. Fifth No. 56, Renumbered P.W.&B. 5056 in Sept. 1903, Reclassified as D16b in May 1913 and as D16sb in Nov. 1917, Purchased by B.C.&A. in Aug. 1928, Scrapped in Nov. 1929
	4-4-0	Altoona	2106	March 1900	D16sb	18½x26	68	Originally class D16d, P.W.&B. Second No. 177, Later renumbered P.W.&B. 5177, Reclassified as D16b in March 1911 and as D16sb in Jan. 1915, Purchased by B.C.&A. Aug. 1928, Scrapped in Jan. 1929

The two D16sb's were B.C.&A. Nos. 26 and 31.

The following locomotive was purchased by either the B.C.&A. or M.D.&V.:

	4-4-0	P.W.&B.		Sept. 1881		17x24	62	Originally P.W.&B. No. 86, Renumbered P.W.&B. 173 in Jan. 1903, Built with 68″ drivers, Replaced with 62″ drivers in March 1889, Purchased in May 1905

APPENDIX Q

Locomotives of the Queen Anne's Railroad

Number	Wheel Arrangement	Builder	Construction Number	Date Built	Size of Cylinders (Inches)	Diameter of Drive (Inches)	Remarks
	4-4-0	Baldwin	4688	June 1879	17x24	62	Originally P. W. & B. No. 72, Built with 66″ drivers, According to Baldwin records, locomotive served in later years on Queen Anne's Railroad, Sold to Poulterer & Co. in 1899
2	4-4-0	Baldwin	15273	April 1897	17x24	62	
3	4-4-0	Baldwin	15437	July 1897	17x24	62	
4	4-4-0	Baldwin	16736	May 1899	17x24	62	
5	4-4-0	Baldwin	18883	April 1901	18x24	68	

APPENDIX R

Locomotives of the Maryland, Delaware & Virginia Railway

Number	Wheel Arrangement	Builder	Construction Number	Date Built	P.R.R. Class	Size of Cylinders (Inches)	Diameter of Drivers (Inches)	Remarks
12	4-4-0	Altoona	1863	June 1893	D13c	18½x24	68	Former P. R. R. No. 816, Became Philadelphia & Erie Railroad No. 2035 in April 1895, Renumbered P. & E. 1697 in April 1898, Purchased by M. D. & V. in June 1916
13	4-4-0	Altoona	1786	Sept. 1892	D13a	18½x24	68	Former P. R. R. No. 698, Became West Jersey & Seashore Railroad No. 98 in April 1899, Renumbered W. J. & S. 6013 in 1903, Purchased by M. D. & V. in June 1917
	4-4-0	Altoona	1487	April 1890	D13a	18½x24	68	Former P. W. & B. No. 129, Originally class D12a, Later reclassified as D13a and renumbered P. W. & B. 5129, Purchased by M. D. & V. in March 1913
	4-4-0	Altoona	1491	April 1890	D13a	18½x24	68	Former P. W. & B. No. 132, Originally class D12a, Later reclassified as D13a and renumbered P. W. & B. 5132, Purchased by M. D. & V. in March 1913
	4-4-0	Altoona	2036	July 1898	D13c	18½x24	68	Former Cumberland Valley Railroad No. 33, Renumbered C. V. 3784 in March 1920, Renumbered C. V. 03784 in Aug. 1920, Purchased by M. D. & V. in June 1922

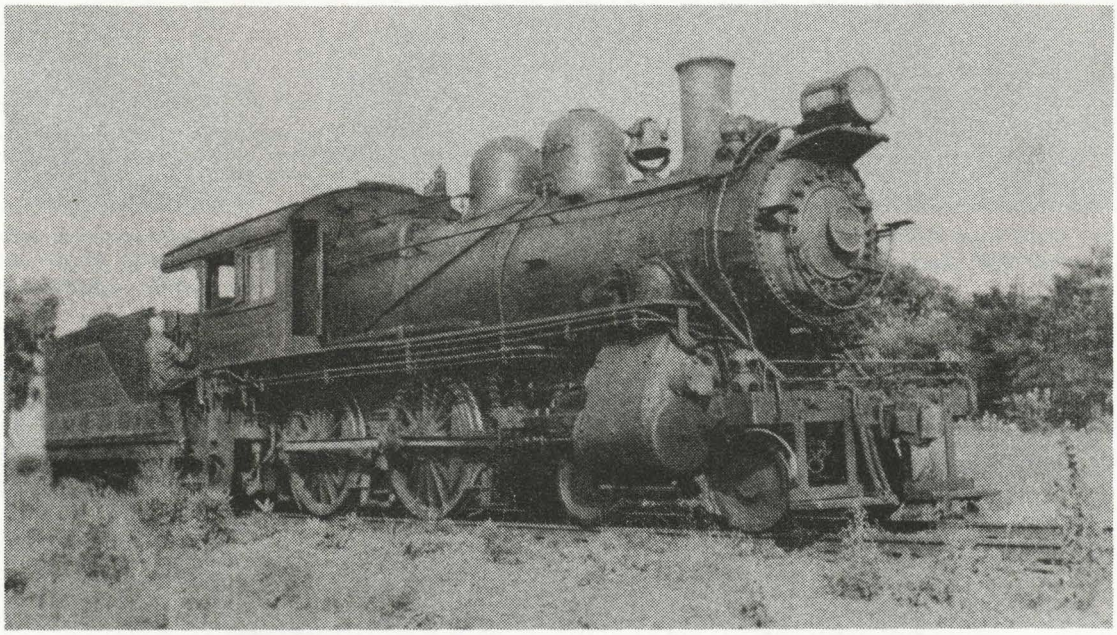
The following locomotive was purchased by either the B. C. & A. or M. D. & V.:

	4-4-0	P. W. & B.		Sept. 1881		17x24	62	Originally P. W. & B. No. 86, Renumbered P. W. & B. 173 in Jan. 1903, Built with 68″ drivers, Replaced with 62″ Drivers in March 1889, Purchased in May 1905

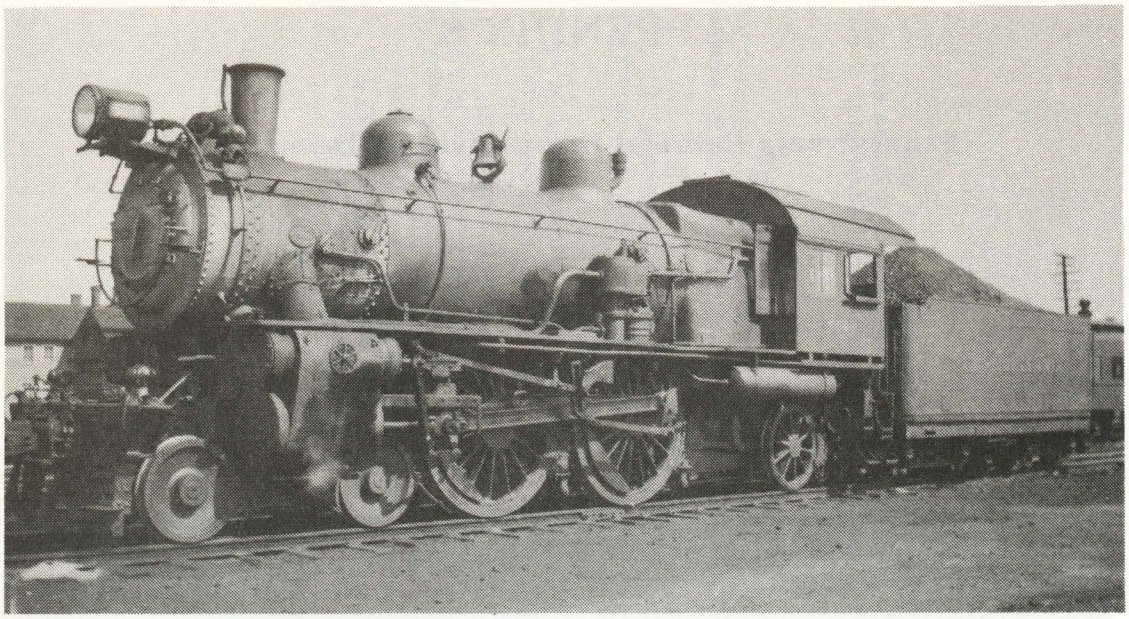
The shops of the M. D. & V. were located at Love Point, Maryland.

APPENDIX S

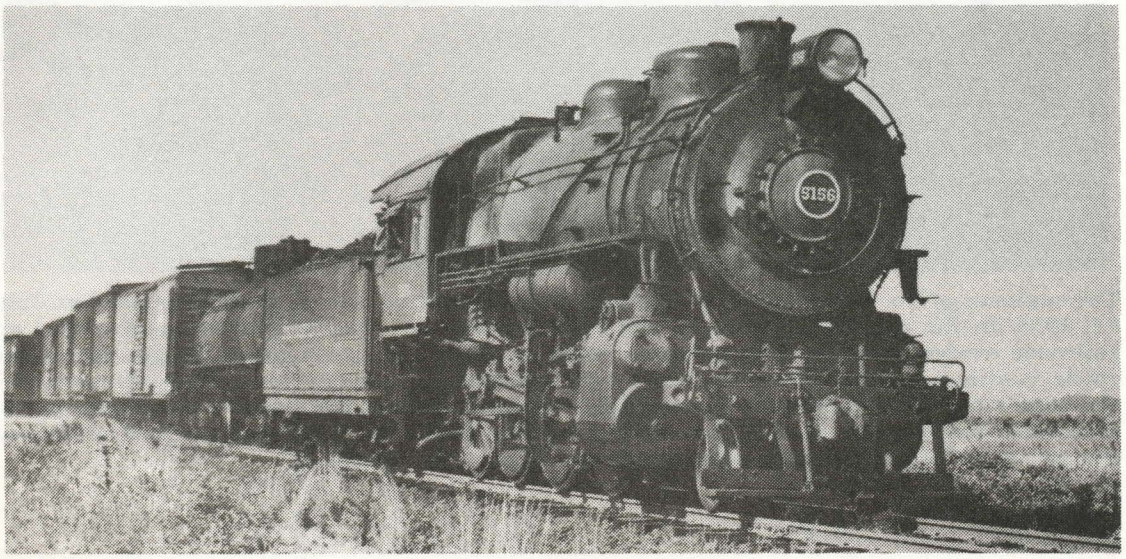
Pennsylvania Railroad Locomotives on Delmarva



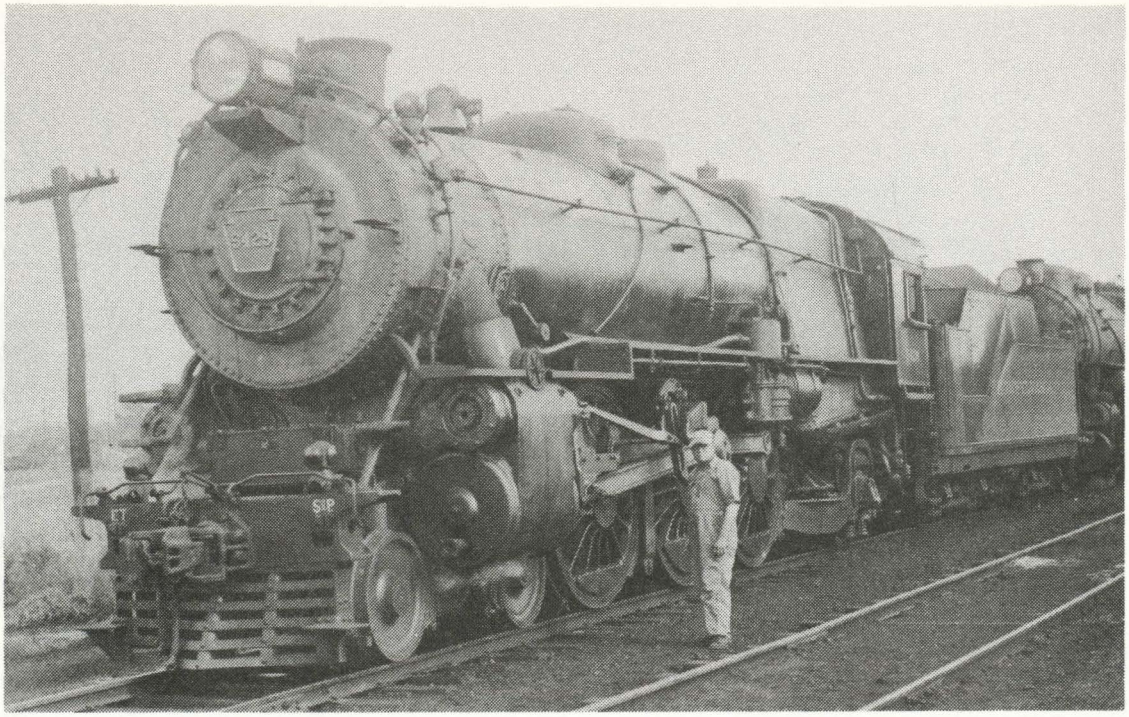
The engineer of No. 5079 climbs into the cab of his locomotive at Love Point, Maryland on July 18, 1934. In the Nineteenth Century, the 4-4-0 was the principal type of locomotive used on railroads everywhere. The Pennsylvania clung to this wheel arrangement longer than most roads, continuing to build very modern 4-4-0's into the early part of this century. However, by the 1930's they were becoming increasingly rare and the last few were in operation on the subsidiary Baltimore & Eastern Railroad in the late 1940's. No. 5079 was destined to become the last of her kind in operation on the Shore. (Karl F. L. Grosche)



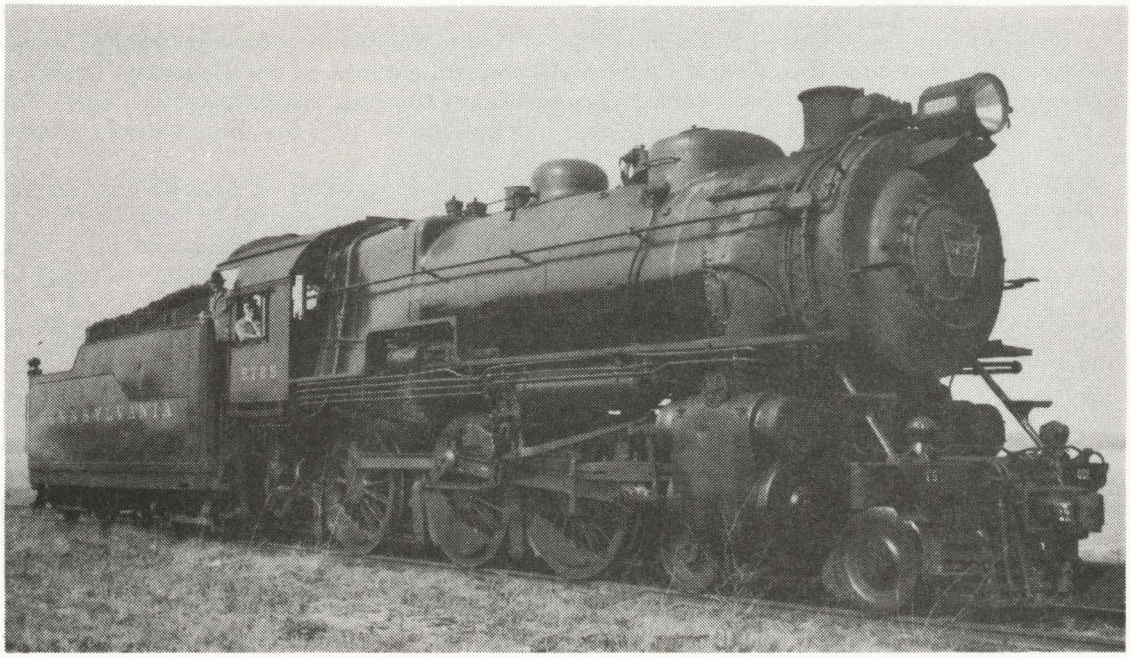
The speedy Atlantic first appeared on the Eastern Shore about the turn of the century on the point of the first-class passenger trains. They were replaced by Pacifics in the 1920's, but a few were still around in later years in branch line passenger service. No. 5046, an E3sd, is pictured here at Delmar on May 2, 1937. (William E. Grant)



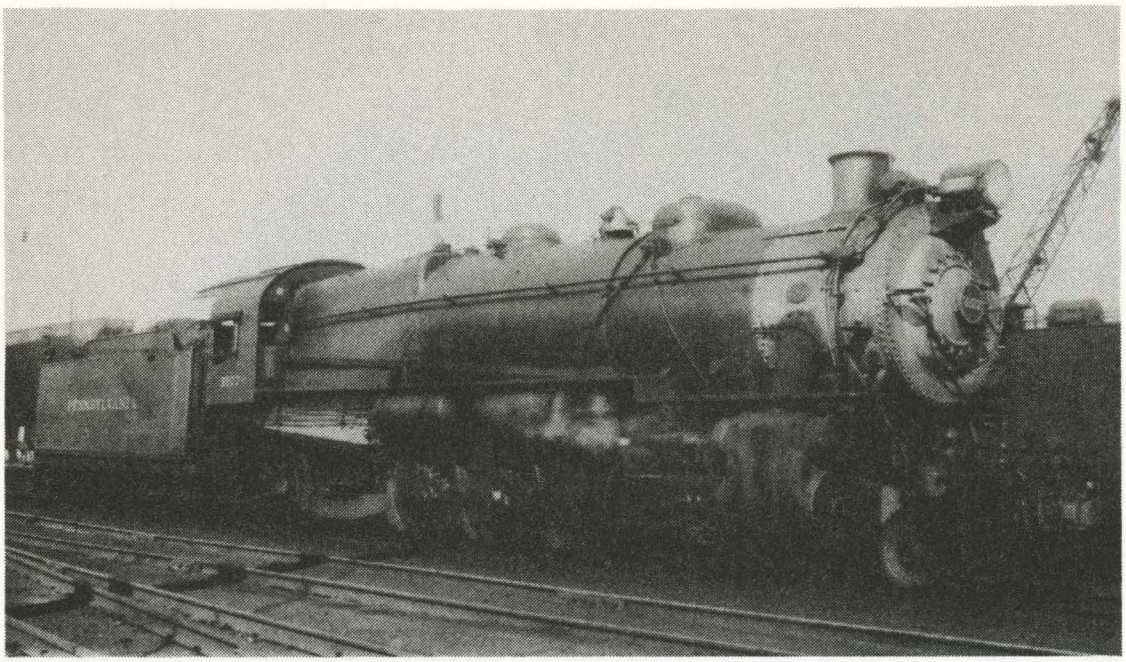
This local freight, approaching Seaford as it returns from a run on the Cambridge Branch, is representative of the many unheralded trains which have kept the Eastern Shore's economy moving over the years. The 2-8-0 was the real workhorse of the Delmarva Division in this century, performing main line freight service until displaced in the early 1920's, as well as almost all local and branch line duties. They were even seen taking an occasional turn on a passenger run. No. 5156, shown here, is an H9s, a prime example of her versatile class. (H. Robins Hollyday)



The K4s was the most well known of the passenger locomotives of the Pennsylvania Railroad. No. 5429, a member of that famous class, is shown here with brakeman Jack Montague at Harrington, Delaware during the Second World War. (H. Robins Hollyday)



The ten-wheeler was never used extensively on Delmarva. However, in later years, a few did find their way to the Shore in branch line passenger service. No. 5725, a G5s, was photographed at Hurlock, Maryland on April 23, 1946. (William E. Grant)

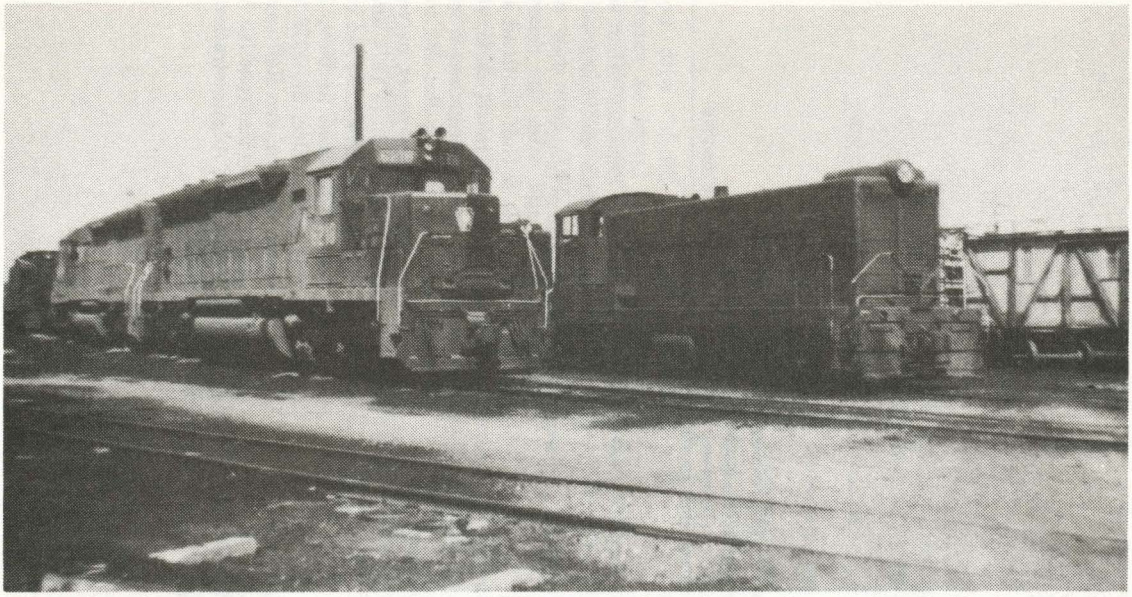


The Pennsy's largest freight power rarely, if ever, ventured onto the Eastern Shore. In the early 1920's, main line freight work was taken over by the L1s, which had been nudged aside by even larger engines on the western divisions. They were to remain as the backbone of heavy main line haulage on Delmarva through the end of steam. No. 3277 is shown here at Wilmington in 1937. (William V. Russell)

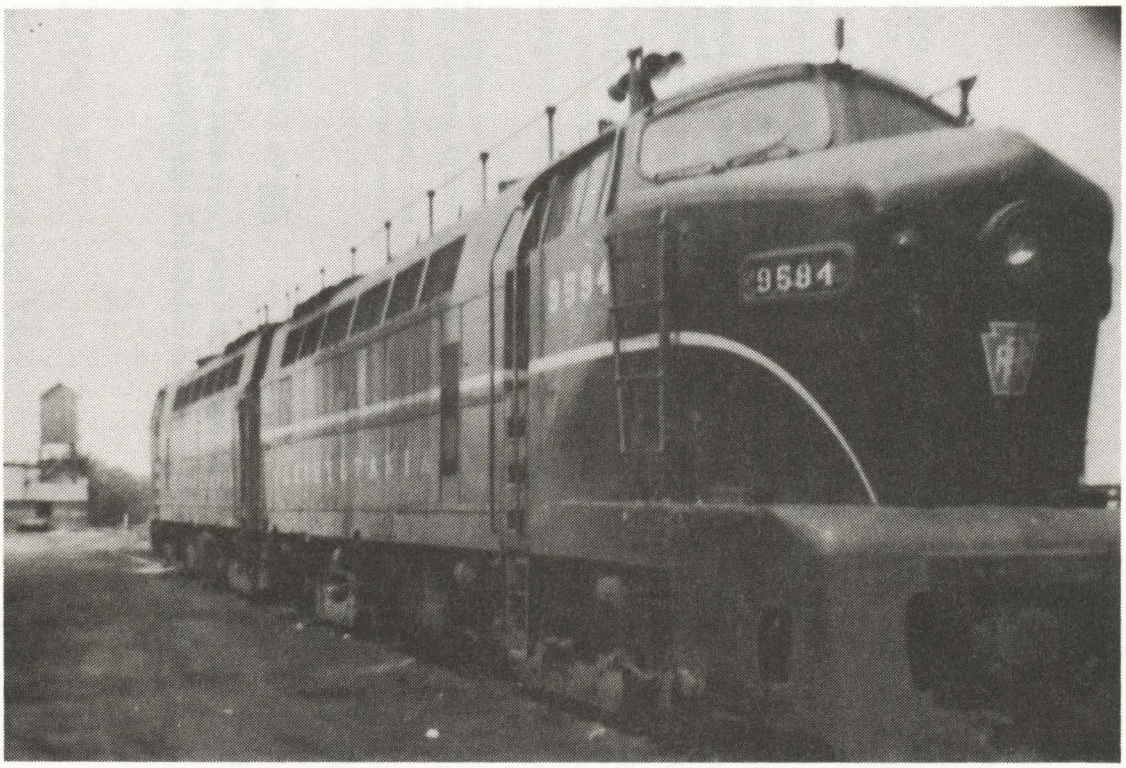
The first diesel locomotive made a promotional visit to the Eastern Shore in 1949 and it was announced at that time that diesels would replace steam engines on the Delmarva Division. However, it was several years before diesels began entering regular service. Once the changeover began, though, steam disappeared quickly and by 1957 had been entirely phased out.

Early diesel power on the Delmarva Division consisted primarily of Alco RS-3's, General Motors F-3's and F-7's, and Baldwin classes S-6, S-7, S-10, S-12, RS-10, RS-12, and RF-16. It is also reported that Baldwin transfer units were used at one time. The F-3's and F-7's were infrequent visitors in later years and the Baldwin sharknose diesels (RF-16's) were all gone by 1966. For many years, the Alco RS-3's were relied upon for road freight service, with the Baldwin switchers holding down the local assignments. Steam generator equipped Alco RS-3's and Baldwin RS-10's and RS-12's were used to close out passsenger service.

By the latter 1960's, modern General Motors power began to appear in road freight service. The Penn Central began phasing GM power into all classes of service. First to go were the Baldwin switchers, the last of these being the yard engine at Cape Charles which survived until 1973. The Alco's lasted a little longer, with a few re-engined units remaining until the mid-seventies. The last years of Penn Central and first years of Conrail have seen various types of GM power on the Peninsula, with an occasional General Electric unit thrown in.



The old and the new. A modern General Motors road engine and an aging Baldwin switcher stand side by side at Delmar Yard. The picture was taken in 1969 and within four years the Baldwins, once commonplace on Delmarva, would be entirely gone. (Daniel E. Withey)



The distinctive Baldwin "sharknose" diesels (Pennsylvania class RF-16) made their last stand in the Pennsylvania System on the Delmarva Peninsula, finally being eliminated by 1966. No. 9594 and a sister, still wearing the old "five-stripe" paint scheme, were photograped in Delmar Yard. (Charles M. Cullen)

APPENDIX T

Locomotives of the Ocean City Western Railroad

Number	Wheel Arrangement	Builder	Construction Number	Date Built	Size of Cylinders (Inches)	Diameter of Drivers (Inches)	Remarks
97 (Steam)	2-6-0	Baldwin	58797	Nov. 1925	18x24	52	Built as "Havana Stock" with no specific order on the books, Listed as surplus at the Baldwin Works until Feb. 1932 when sold to the U. S. Veterans Bureau and assigned to Perry Point, Md. as No. 1000, Saw duty at several locations during and after the Second World War, Sold to Mobile & Gulf Railroad in 1948 as their No. 97, Last ran in M. & G. service on August 25, 1970 and was purchased by Historic Railroads Inc., Shipped on flat car to Delmar, Del. and placed in running order, moved on own wheels to Berlin, Md. in June 1974 and entered revenue service July 4, 1974, Last ran in O. C. W. service in July 1975, Sold in Nov. 1976 and shipped on flat car on Dec. 27, 1978 to French Lick, West Baden & Southern Railway.
114 (Diesel)	B-B	E.M.D.	1021	Feb. 1940	Class SW-1		Originally Lehigh Valley Railroad No. 114, Later became Maryland Port Administration No. 114

The two Ocean City Western coaches are former Central Railroad of New Jersey Nos. 1037 and 1106.

APPENDIX U

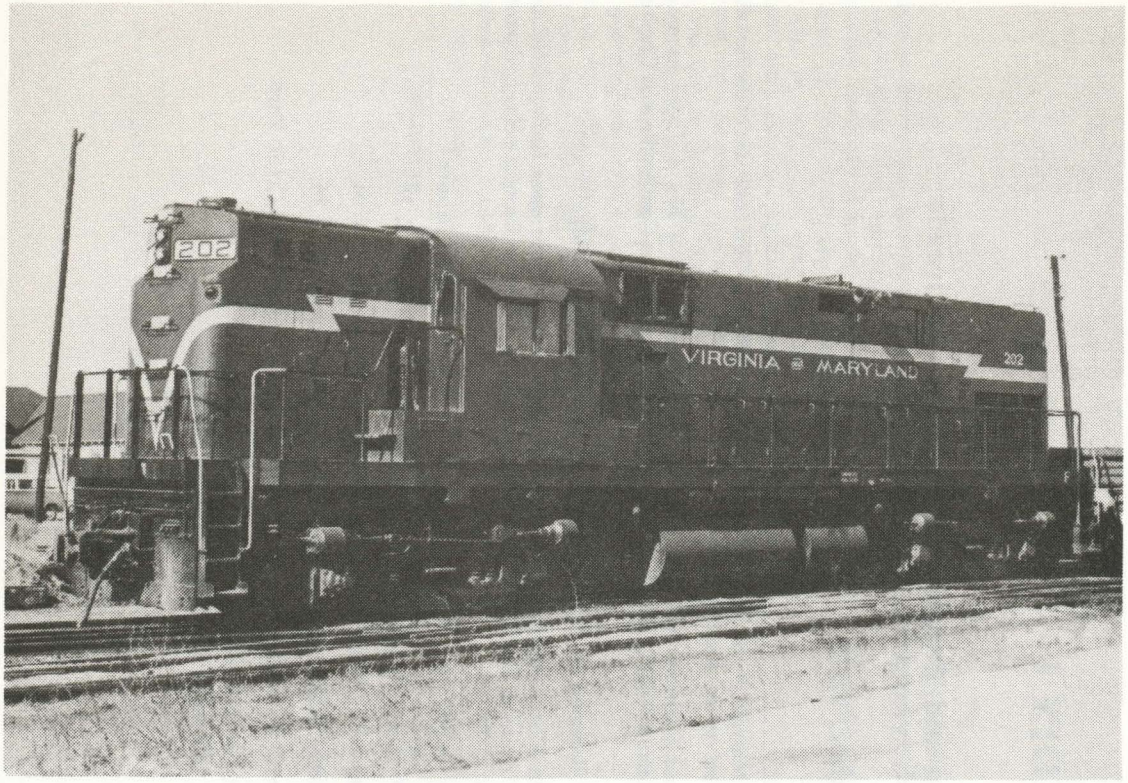
Locomotives of the Virginia & Maryland and Maryland & Delaware Railroads (Leased from the Delaware-Maryland-Virginia Company)

As of October, 1978

Number	Builder	Construction Number	Date Built	Class	Remarks
10	Alco	80970	Dec. 1953	S-4	Former Chicago, Milwaukee, St. Paul & Pacific Railroad No. 816, Currently out of service at Little Creek, Formerly served on Easton Branch
20	Alco	79349	Oct. 1951	RS-1	Originally Rutland Railroad No. 400, Became Tennessee Railroad No. 4, Later became Port Utilities Commission of South Carolina No. 4, Currently in service on Centreville and Chestertown Branches
21	Alco	80853	Dec. 1954	RS-1	Former Soo Line Railroad No. 350, Currently in service on Cambridge Branch
22	Alco	70811	April 1943	RS-1	Originally Atlanta & St. Andrews Bay Railway No. 905, Became Tennessee Railroad No. 1, Later became Southern Railway No. 1, Port Utilities Commission of South Carolina No. 1, Currently in service on Easton Branch
23	Alco	80854	Dec. 1954	RS-1	Former Soo Line Railroad No. 351, Currently in service on Easton Branch
200	Alco	84722	Dec. 1963	C-420	Former Long Island Rail Road No. 200, Currently in service on V. & M.
201	Alco	84784	April 1964	C-420	Former Long Island Rail Road No. 213, Currently in service on V. & M.
202	Alco	33804-01	July 1964	C-420	Former Long Island Rail Road No. 221, Currently in service on V. & M.
203	Alco	84781	March 1964	C-420	Former Long Island Rail Road No. 210, Currently in service at Little Creek Yard

Floating equipment of the Virginia & Maryland Railroad consists of the former Penn Central tugs *Chicago* and *Philadelphia,* the former Penn Central car float *Capt. Edward Richardson,* and former Chesapeake & Ohio Railway car float No. 2.

Principal locomotive shops are at Little Creek, Virginia.



Virginia & Maryland No. 202, shown here at Little Creek, Virginia, is the first engine to sport the V. & M.'s new paint scheme of maroon with gold stripe and lettering. Locomotives No. 20 and No. 21 of the Maryland & Delaware have appeared in red with a broad black stripe with gold trim. (Kent Griffith)

APPENDIX V

Commissioners, Directors, and Officers of Various Companies

New Castle and French-town Turnpike Company, 1809

Commissioners: George Read
James Riddle
Kensey Johns
James McMalmont
Jesse Higgins

New Castle Turnpike Company, 1811

Commissioners: Kensey Johns
James Rogers
James R. Black
John Crow
Benjamin Marley

Officers: Kensey Johns, President
James Rogers, Secretary
John Janvier, Treasurer

Eastern Shore Rail Road Company

Commissioners from Talbot County: William Hughlett
Edward Hambleton
John Leeds Kerr
Lambert Spencer
William H. Tilghman

Commissioners from Queen Anne's County: John Brown
Dr. Robert Goldsborough
Peregrine Wilmer
Thomas Emory
George Newnam

Delaware Railroad Company, 1836

Commissioners: John M. Clayton
William D. Waples
Richard Mansfield

Delaware Railroad Company, 1873

Directors: Samuel M. Felton, Philadelphia
Isaac Hinkley, Philadelphia
A. C. Gray, New Castle, Del.
Charles Warner, Wilmington
Joseph Bringhurst, Wilmington
Jesse Sharpe, Wilmington
Isaac Jump, Dover, Del.
Manlove Hayes, Dover, Del.
H. B. Fiddeman, Milford, Del.
Alexander Johnson, Farmington, Del.
William H. Ross, Seaford, Del.
Albert Curry, Greenwood, Del.
J. Turpin Moore, Laurel, Del.

Officers: Samuel M. Felton, President
Manlove Hayes, Secretary and Treasurer

APPENDIX V (Continued)

Junction & Breakwater Railroad Company, 1882

Directors: N. L. McCready, New York
John Bodine, New York
Henderson Moore, New York
Thomas Baumgardner, Lancaster, Penna.
C. C. Stockley, Georgetown, Del.
John W. Causey, Milford, Del.
Benjamin Burton, Georgetown, Del.
Harbeson Hickman, Lewes, Del.
Edward D. Hitchens, Lewes, Del.

Officers: N. L. McCready, President
D. H. Houston, Treasurer, Lewes, Del.
W. T. Vaules, Secretary, Milford, Del.
A. Brown, General Ticket and Freight Agent, Lewes, Del.
Thomas Groome, General Superintendent, Lewes, Del.
W. H. Sanford, Assistant Secretary, New York

Breakwater & Frankford Railroad Company, 1882

Officers: Charles C. Stockley, President
J. L. Mapes, General Superintendent, Berlin, Md.
D. H. Houston, Treasurer, Lewes, Del.
Benjamin Burton, Secretary, Georgetown, Del.
A. Brown, Passenger and Freight Agent, Lewes, Del.

Offices: Lewes, Del.

Worcester Rail Road Company, 1873

Officers: George S. Richardson, President, Snow Hill, Md.
Thomas D. Purnell, Secretary and Treasurer

Office: Snow Hill, Md.

Maryland & Delaware Railroad Company, 1859

Directors: Samuel Humbleton, Easton, Md.
H. H. Goldsborough, Easton, Md.
David Knotts, Hillsborough, Md.
J. P. Manlove, Greensborough, Md.
G. W. Goldsborough, Greensborough, Md.
James Merrick, Queen Anne's County, Md.
William Haughton, Arthursville, Del.

State Directors: Richard Carter, Denton, Md.
Jas. D. Martin, Easton, Md.
J. M. Robinson, Centreville, Md.

Officers: Tench Tilghman, President, Oxford, Md.
J. C. W. Powell, Treasurer and Secretary, Easton, Md.

Office: Easton, Md.

APPENDIX V (Continued)

Dorchester & Delaware Railroad Company, 1873

Directors: W. Wilson Byrn, Cambridge, Md.
Daniel M. Henry, Cambridge, Md.
Edward W. Lecompte, Cambridge, Md.
James Gore, Salem, Md.
Thomas B. Sherman, East Newmarket, Md.
John Webster, East Newmarket, Md.
John N. Wright, Oak Grove, Md.
Isaac M. Fisher, Seaford, Del.

State Directors: James A. Stewart, Cambridge, Md.
Edward R. Goslin, Federalsburg, Md.

Officers: W. Wilson Byrn, President
Thomas W. Anderson, Secretary and Treasurer
D. Stewart Hessey, Engineer and Superintendent

Queen Anne's & Kent Railroad Company, 1873

Directors: Lloyd Tilgman, Centreville, Md.
W. H. Jacobs, Centreville, Md.
W. McKenney, Centreville, Md.
J. R. Emory, Centreville, Md.
J. B. Brown, Centreville, Md.
J. Clements, Church Hill, Md.
W. Finley, Church Hill, Md.
C. McCollister, Church Hill, Md.
P. H. Crain, Millington, Md.
B. Biggs, Millington, Md.

Officers: Lloyd Tilghman, President
Mordacai Price, Treasurer
W. H. Jacobs, Secretary
J. Hood, Superintendent and Engineer
R. C. Watson, Road Master

Kent County Railroad Company, 1869

Directors: Hon. George Vickers
T. W. Eliason
Isaac Parsons
J. B. Fennimore
W. B. Wilmer
William Janvier
Abel J. Rees
Thomas J. Shallcross

Officers: T. W. Eliason, President
Richard Hynson, Treasurer
Charles T. Wescott, Secretary

APPENDIX V (Continued)

Smyrna & Delaware Bay Railroad Company, 1882

Officers: John F. Bingham, President, 80 Broadway, New York
H. C. Douglass, Treasurer, Smyrna, Del.
R. W. DeForrest, Secretary, New York
Fred Gerker, General Manager, Philadelphia
S. D. Bruyn, Chief Engineer, Red Bank, New Jersey

Office: Smyrna, Del.

Baltimore & Delaware Bay Railroad Company, 1896

Directors: Frank L. Hall
J. Rogers Maxwell
Robert W. DeForrest
John W. Watson
S. M. Williams
George F. Baker
Samuel Knox

Officers: Frank L. Hall, President
J. W. Watson, Treasurer
Samuel Knox, Secretary and Transfer Agent, 143 Liberty St., New York

Principal Office: Clayton, Del.

New York Office: 34 Broad St.

Pennsylvania & Delaware Railway Company, 1879

Officers: Alfred C. Hosmer, President

Eastern Shore Railroad Company, 1873

Directors: Isaac D. Jones, Baltimore
Thomas Humphrey, Salisbury, Md.
P. Toadvine, Salisbury, Md.
William S. Parsons, Salisbury, Md.
H. H. Dashville, Princess Anne, Md.
Levi Molford, Princess Anne, Md.
George R. Dennis, Kingston, Md.
Thomas Ludler, Westover, Md.
Samuel Harlan, Wilmington
William H. Gale, Princess Anne, Md.
W. H. Roach, Hopewell, Md.

Officers: George R. Dennis, President
W. J. Brettingham, Secretary and Treasurer
W. Thomson, Superintendent
Joseph Hyde, Master Machinery

Office: Princess Anne, Md.

Worcester & Somerset Railroad Company, 1874

Officers: John B. McMasters, President
W. S. Dickinson, Secretary and Treasurer

Office: Newtown, Md.

APPENDIX V (Continued)

New York, Philadelphia & Norfolk Railroad Company, 1883

Directors: W. H. Painter, New York
Charles F. Cox, New York
Josiah C. Reiff, New York
William Painter, Philadelphia
R. H. Townsend, Philadelphia
J. L. Bates, Pocomoke City, Md.
M. H. Taylor, Erie

Officers: William H. Painter, President, New York
William Painter, Vice President, Philadelphia
M. H. Taylor, Secretary and Treasurer, New York
R. Ash, Auditor, Philadelphia
E. W. Georke, Chief Engineer, Accomac, Va.
J. L. Bates, General Traffic and Freight Agent, Pocomoke, Md.
H. B. Fisher, Road Master, Pocomoke, Md.
William Bauman, Superintendent Bridges, Pocomoke, Md.

Office: Pocomoke, Md.

Wicomico & Pocomoke Railroad Company, 1873

Officers: H. R. Pitts, President, Berlin, Md.
R. J. Henry, Secretary
S. McMullen, Road Master

Principal Office and Address: Berlin, Md.

Baltimore & Eastern Shore Railroad Company, 1890

Directors: Joseph B. Seth, Easton, Md.
Theophilus Tunis, Easton, Md.
E. E. Jackson, Salisbury, Md.
J. H. Covey, St. Michaels, Md.
Joseph T. Tunis, Tunis, N.C.
J. E. Marshall, St. Michaels, Md.
James H. Douglass, Preston, Md.
Z. H. Brinsfield, Eldorado, Md.
J. J. Thomsen, Baltimore
J. B. Dixon, Baltimore
H. G. Dudley, Baltimore
Thomas B. Taylor, Barren Creek, Md.
S. C. Rowland, Port Deposit, Md.

Officers: Joseph B. Seth, President
E. E. Jackson, Vice President and Treasurer
Theophilus Tunis, Secretary

Contractors: Godefrey & Howe

APPENDIX V (Continued)

Baltimore, Chesapeake & Atlantic Railway Company, 1895

Directors: John E. Searles, New York
Brayton Ives, New York
William F. Havemeyer, New York
Charles C. Pomeroy, New York
Winthrop N. Tuttle, New York
Enoch Pratt, Baltimore
N. P. Bond, Baltimore
J. Upshur Dennis, Baltimore
Williard Thomson, Baltimore
Henry P. Scott, Wilmington
Thomas B. Smith, Wilmington
Carroll S. Tyson, Philadelphia
J. S. Ricker, Portland, Me.

Officers: John E. Searles, President
Nicholas P. Bond, Vice President
Winthrop N. Tuttle, Secretary and Treasurer
Andrew Hunter, Jr., Auditor
Willard Thomson, General Manager

Principal Office: 241 South St., Baltimore

Stock Transfer Office: 22 William St., New York

Queen Anne's Railroad Company, 1896

Directors: Charles H. Tilghman, Easton, Md.
W. G. McCormick, Chicago
John S. Gittings, Baltimore
William S. Bosley, Baltimore
Wilmer Emory, Baltimore
W. W. Busteed, Baltimore

Officers: William H. Bosley, President
John S. Gittings, Vice President
Robert W. Smith, Treasurer
W. W. Busteed, Secretary

Office: Baltimore

Queenstown & Harrington Railroad Company, 1871

Officers: Thomas C. Hambly, President, Queenstown, Md.

Contractors: J. M. Barry & Co., Queenstown, Md.

Office: Queesntown, Md.

Baltimore, Chesapeake & Delaware Bay Railroad Company, 1874

Directors: Sydney C. Long, Baltimore
R. W. Eareckson, Baltimore
Alexander Hardcastle, Goldsboro, Md.
J. P. Manlove, Goldsboro, Md.
Barton Jenks, Philadelphia

APPENDIX V (Concluded)

Virginia & Maryland and Maryland & Delaware Railroad Companies, 1977

Officers: J. A. Hannold, President
L. C. Feritch, Vice President-Engineering
G. R. Houle, Vice President-Transportation
D. M. Beers, Treasurer
W. L. Withun, Vice President-Personnel

Wilmington, New Castle & Southern Railway Company, 1904

Directors: H. L. Evans
Harry J. Stoeckle
P. J. Ford
H. A. Richardson
William Saulsbury
T. B. Heisel
Francis F. Kelly

Officers: H. L. Evans, President
William Saulsbury, Vice President
C. P. Holcomb, Secretary and Superintendent
Francis B. Morison, Treasurer

Office: 909 Market St., Wilmington

Odessa & Middletown Railway Company, 1904

Directors: Daniel W. Corbitt
Edgar A. Tennis
Edwin R. Cochran, Jr.
John C. Corbitt
William R. Polk

Officers: Daniel W. Corbitt, President
Edwin R. Cochran, Jr., Vice President
Joseph L. Gibson, Secretary
Walter S. Leatherbury, Treasurer and Superintendent

Office: Odessa, Del.

Delaware Electric Traction Company, 1904

Officers: J. Frank Allen, President, Dover, Del.
S. J. Abbott, Vice President, Milford, Del.
Thomas C. Moore, Secretary, Smyrna, Del.
C. R. Layton, Treasurer, Dover, Del.

General Office: Dover, Del.

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INDEX

A

Accomac, Va. — 72, 78
Accomac & Northampton Air Line Railroad — 127
Adamsville, Del. — 118
Adelia Mill, Md. — 68
Airey, Md. — 48
American Baptist Home Mission Society — 26-27
American Locomotive Company — 161
Anderson, Thomas W. — 49
Annapolis, Md. — 89, 91
Annapolis & Baltimore Short Line Railroad — 89, 91
Annapolis & Elkridge Railroad — 89
Armstrong, Del. — 27, 134
Arthursville, Del. — 42
Asbury, Bishop Francis — 89
Asbury Methodist Church — 85
Ashland Station, Md. — 53
Atlanta, Ga. — 108
Atlantic Hotel — 88

B

Baldwin, Matthias — 9
Baldwin Locomotive Works — 50, 68, 88, 103, 169
Baltimore, Md. 6, 7, 11, 13, 18, 48, 51, 53, 58, 62, 80, 88, 89, 91, 92, 97, 112, 114, 117, 121, 123, 124, 125, 126, 129, 131, 132, 138, 140, 161, 163, 164
Baltimore, Chesapeake & Atlantic Railway — 81, 95-115, 123, 124, 125, 127, 159, 161, 162, 164, 165
Baltimore, Chesapeake & Delaware Bay Railroad — 129
Baltimore Circuit Court — 92
Baltimore, City of — 93, 98, 99
Baltimore & Delaware Bay Railroad — 59, 133
Baltimore Dry Dock Company — 121
Baltimore & Eastern Railroad — 127, 144, 159, 161, 162-168
Baltimore & Eastern Shore Railroad — 89-93, 95, 97, 117, 131
Baltimore & Ohio Railroad — 5, 15, 31, 76, 91, 115, 132
Baltimore & Potomac Railroad — 133
Baltimore Shipbuilding and Dry Dock Company — 121
Baltimore & Virginia Steamboat Company — 114, 127
Banning, Del. — 120
Barclay, Md. — 53
Barkley, Robert J. — 59, 131
Barren Creek, Md. — 90, 131
Basket Switch, Md. — 34
Bath & Hammendsport Railroad — 169
Bay Ridge, Md. — 91
Bay Ridge & Annapolis Railroad — 91
Bayside, N. J. — 58
Bay View, Va. — 78, 85
Bear, Del. — 8, 22
Beaver Dam (Worcester County), Md. — 79
Beaver Dams (Queen Anne's County) Md. — 51
Bel Air, Md. — 55, 58
Belle Haven, Va. — 78

Bennett, Grover — 102, 103
Bennett, Lewis — 7
Berlin, Md. 24, 34, 38, 87, 88, 91, 166, 168
Bethlehem, Md. — 89
Bethlehem Shipbuilding Company — 138
Big Elk River, Md. — 131
Biggs, Benjamin F. — 53
Bingham, J. F. — 58
Bingham's, Del. — 55
Birds Nest, Va. — 78
Bishop, Md. — 34
Bishop, George W. — 38
Bishop's Head, Md. — 131, 132
Blackbird, Del. — 26
Black's, Md. — 55, 57
Blanchard, Del. — 118
Bloomfield, Md. — 89, 113
Bloomingdale, Md. — 118
Bloomtown, Va. — 78
Bloxom, Va. — 78
Bombay Hook, Del. — 55, 57, 58, 59
Boston & Maine Railroad — 171
Boston Red Sox — 136, 137
Bradley's, Md. — 89
Breakwater & Frankford Railroad — 34, 36, 38
Brenford, Del. — 26
Bridgeville, Del. — 26
Brill, J. G. Company — 112, 161
Briston, Md. — 121
Broad Creek, Del. — 26
Broadkill, Del. — 33
Buena Vista, Md. — 102
Burkhard, C. A. — 136
Burnettsville, Md. — 68
Burton, Del. — 120
Byrd, John D. — 11
Byrd Siding, Md. — 99, 114
Byrn, W. Wilson — 48, 50

C

Caldwell, J. L. — 44, 45
Caldwell's Addition — 44
Cambridge, Md. — 28, 47, 48, 49, 91, 131
Cambridge Branch — 47, 153, 171
Cambridge & Chesapeake Railroad — 131
Cambridge & Seaford Railroad — 50, 89, 133
Camden, Del. — 25
Camden Heights, Va. — 142
Camden Station, Baltimore, Md. — 91
Cannon, Del. — 25
Canterbury, Del. — 25, 26-27
Cape Charles, Va. — 72, 73, 74, 76, 77, 78, 79, 80, 84, 85, 138, 140, 143, 144, 145, 153, 164
Cape Charles Branch — 150
Cape Charles Railroad — 84-85
Cape Junction, Va. — 84, 150

Cape May, N. J. — 57, 59, 117, 121, 123, 161
Capeville, Va. — 84
Carey's, Del. — 33
Carolina Trailways — 140
Caroline County, Md. — 93
Carville, Md. — 53
Cassatt, Alexander J. — 71, 72, 73, 81, 84, 85
Causey, Governor — 23
Central Pacific Railroad — 87
Central Railroad of New Jersey — 59, 169
Centreville, Md. — 16, 51, 53, 118, 129, 131, 161, 164
Centreville Branch (of Pennsylvania Railroad and successors) — 118, 150, 153, 171
Centreville Branch (of Queen Anne's Railroad and successors) — 118, 120-121, 162, 164
Chapel, Md. — 42
Charleston, S. C. — 16
Cheriton, Va. — 78, 79, 144
Cherrystone, Va. — 15, 34, 68, 79, 127
Chesapeake Bay Bridge — 164, 166
Chesapeake Bay Bridge Tunnel — 132
Chesapeake Beach Railway — 111
Chesapeake & Delaware Canal — 7, 11, 15, 29, 61
Chesapeake & Ohio Canal — 15
Chesapeake Region — 134
Chesapeake Terminal Company — 91
Chester, Md. — 121
Chester, Pa. — 81
Chester River Steamboat Company — 121, 123
Chestertown, Md. — 55, 56, 58, 59, 131
Chestertown Branch — 153, 171
Cheswold, Del. — 25, 140
Childs, Md. — 132
Chincoteague, Va. — 34, 131, 132
Choptank Steamboat Company — 93
Church Hill, Md. — 51
Claiborne, Md. — 89, 91, 96, 97, 99, 112, 114, 162, 163
Claiborne Branch — 162
Claiborne, William — 89
Clarke's Corner (New Castle County), Del. — 5, 6
Clarke's Corner (Kent County), Del. — 26, 33
Clayton, Del. — 28, 41, 55, 56, 59, 134
Clayton, John M. — 22, 28
Clyde Line — 77
Cobbs, Va. — 78
Coleman Place, Va. — 142
Colgan's, Md. — 51
Connellsville, Pa. — 68
Consolidated Rail Corporation — 151-153, 168, 169, 171
Cooch, Del. — 62
Cool Spring, Del. — 33
Cooper, Isaac — 8
Corbit, Del. — 62
Cordova, Md. — 42
Costen, Md. — 68
Cowen, John K. — 91
Cox, Md. — 51, 53

Crisfield, Md. — 65, 67, 68, 69, 70, 72, 76, 83-84, 88, 102
Crisfield Branch — 72, 150, 152
Crisfield, John W. — 67, 69
Crumpton, Md. — 51, 132

D

Dagsboro, Del. — 34
Davis, Del. — 62
Dawson and Bailey — 68
Dayett's Mill, Del. — 62
Day's Siding, Va. — 78
Delaney's, Del. — 55
Delaware Breakwater — 33
Delaware & Chesapeake Railway — 45, 89, 103, 118, 133
Delaware City, Del. — 61, 62
Delaware Division — 28, 59, 134
Delaware, General Assembly of — 61
Delaware Junction, Del. — 13
Delaware, Maryland & Virginia Railroad — 38-39, 118, 120, 126, 134, 162
D. M. & V. Branch — 124, 144, 151, 153, 159
Delaware-Maryland-Virginia Company — 171
Delaware & Pennsylvania Railroad — 61
Delaware Railroad — 11, 13, 15, 18, 19-31, 33, 41, 47, 51, 56, 59, 62, 65, 69, 70, 118, 133, 134
Delaware River Company — 81
Delaware, State of — 5, 7, 15, 22, 29, 33, 41
Delaware State Legislature — 7, 117
Delmar, Del. and Md. — 24, 26, 62, 66, 67, 68, 69, 70, 72, 78, 110, 136, 140, 145, 153
Delmarva Division — 134, 165
Delmarva Power and Light Company — 144, 168
Dennis, Senator George R. — 68
Denton, Md. — 118, 126, 127, 131, 161, 162, 168, 171
Denton Branch — 161, 162, 164
Deputy, Del. — 120
Derrickson's Crossroads, Md. — 87
Dessard, Md. — 48
Dickinson, John — 166
Disharoon's Siding, Md. — 103
Doe Run & White Clay Creek Railroad — 61
Dorchester Branch — 28
Dorchester County, Md. — 93, 131
Dorchester & Delaware Railroad — 28, 47-50
Dover, Del. — 23, 25
Dover Bridge, Md. — 89
Downes, Md. — 118
Drawbridge, Del. — 120
Dublin, Md. — 68
Dupont, Del. — 26
Dupont, Charles I. — 22

E

East New Market, Md. — 48
Eastern Shore Rail Road (1833) — 15-18, 19, 23, 41, 51, 55, 65
Eastern Shore Railroad (1853) — 18, 23-24, 65-70, 72, 87, 88-89
Eastern Shore Railroad (1975) — 152
Eastern Shore Steamboat Company — 69, 93

Easton, Md. — 16, 42, 44, 89, 93, 96, 103, 108, 112, 113, 144, 162, 163, 164, 165, 166
Easton Branch — 153, 171
Eastville, Va. — 78
E. B. Leaf Company — 127, 159
Eden, Md. — 68
Eden, Sir Robert — 118
Edgemoor Yard, Del. — 30
"Eight Million Dollar Bill" — 15
Elizabeth City, N. C. — 76
Elkton, Md. — 7, 16, 18, 51, 65, 129, 131, 132
Elkton & Delaware Junction Railroad — 129
Elkton & Middletown Railroad of Cecil County — 129, 131
Ellendale, Del. — 33, 120, 162
Ellwood, Md. — 89
Ermory, General Thomas — 16, 17
Ennall's, Md. — 89
Enola Yard, Pa. — 89
Erie, Pa. — 70
Exmore, Va. — 78

F

Fairlee, Md. — 55
Fall River Line — 138
Farmington, Del. — 25
Farnhurst, Del. — 24, 151
Federalsburg, Md. — 47, 48, 91, 131
Felton, Del. — 25
Felton, Samuel M. — 22, 25-26
First National Films — 111
Fleming's Siding, Md. — 44
Flowertown, Md. — 48
Forktown, Md. — 68
Fort Monroe, Va. — 67
Fort Upton, Md. — 67
Four-Wheel Drive Company — 161
"Fox Creek Railroad" — 131
Frankford, Del. — 34
Franklin City, Va. — 2, 34, 38, 132
Frenchtown, Md. — 5, 6, 7, 11
Frederica, Del. — 25
Fredericktown, Md. — 51, 129
Fredonia, Del. — 26
Friendship, Md. — 34
Fruitland, Md. — 68, 171
Fulton, Md. — 99
Furbush, Honorable Edward S. — 91

G

Galena, Md. — 51, 55
General Motors Corporation, Electro-Motive Division — 169
Georgetown, Del. — 33, 34, 49
Georgetown, Md. — 15
Gerker, Colonel Fred — 58
Getty Oil Company — 62
Gibb, Hugh R. — 61, 62

Girdletree, Md. — 34, 38
Glasgow, Del. — 8, 22, 62
Golden Hill, Md. — 131
Goldsboro, Md. — 42
Golts, Md. — 28
Gould, Jay — 58
Grason, Governor — 17
Grasonville, Md. — 121
Greenbackville, Va. — 34
Greenbush, Va. — 78
Green Hill, Md. — 68
Greensboro, Md. — 15, 41, 42, 129
Greenwood, Del. — 26, 118, 120, 126, 145, 150, 159, 161

H

Hall, James Alfred — 78
Hallston, Va. — 78
Halltown, Md. — 41, 45
Hallwood, Va. — 78
Hancock, Md. — 87
Handy, William — 17
Hannold, J. Anthony — 169, 171
Harbeson, Del. — 33
Hardcastle, Captain E. L. F. — 44
Hare's Corner, Del. — 5
Harlan and Hollingsworth — 74, 93
Harper's, Md. — 89
Harrington, Del. — 26, 33, 44, 129, 134, 136
Harrington, Samuel M. — 22, 26
Harrisburg, Pa. — 62, 153
Hartly, Del. — 41
Hastings, Rollie W. — 99, 102
Hawks Nest, Va. — 78
Hayden, Md. — 53
Hearn, Everett E. — 111
Hebron, Md. — 18, 90, 166, 168 109
Henderson, Md. — 42
Henry, Jake — 87
Hickman, Md. — 118
Hillsboro, Md. — 42, 51, 118
Historic Railroads, Incorporated — 168
Hobbs, Md. — 118
Hollyday, H. Robins — 108
Hopeton, Va. — 78
Hopewell, Md. — 68
Horsey, Va. — 78
Horsey, John — 68
Houston, Del. — 33
Hurlock, Md. — 48, 49, 89, 163, 164, 168, 171
Hurley, Mr. — 49
Hurricane Agnes — 150
Hurricane Hazel — 166
Hursley Station, Md. — 34

I

Indian River, Del. — 144, 153, 171
Interstate Commerce Act — 75, 76
Interstate Commerce Commission — 85, 125, 162, 163
Intracoastal Waterway — 161
Imlay — 8
Ironshire, Md. — 34

J

Jackson, Governor Elihu E. — 89
Jacksonville, Md. — 68
Jacob, John E., Jr. — 18, 84
Jarmon, Walter — 113
Jersey City, N. J. — 136, 137
Jimtown, Del. — 27
Junction & Breakwater Railroad — 33-34, 36, 38, 57, 129

K

Kearney, Lieutenant Colonel James — 15, 16, 17
Keeney, Del. — 62
Keller, Va. — 77, 78, 84
Keller, John — 78
Kennedyville, Md. — 55
Kent County, Md. — 55
Kent County Railroad — 51, 55-59
Kent Narrows, Md. — 121
Kenton, Del. — 41
Kings Creek, Md. — 68, 72, 78
Kingston, Md. — 68
Kingston Hall — 68
Kimball, Charles — 93
Kiptopeke, Va. — 85, 140, 150
Kirkham, Md. — 89
Kirkwood, Del. — 25

L

Lambson, Md. — 55
Laurel, Del. — 23, 26, 131
Laurel & Roaring Point Railroad — 131
LeCato, Va. — 78, 79
LeCato, Senator George W. — 79
Leipsic, Del. — 25
Lewes, Del. — 19, 33, 34, 117, 118, 120, 121, 124, 126, 129, 150, 161
Lewes Beach Track — 33
Lewes & Millsboro Rail-Road — 34
Lewis, Charles — 114
Linchester, Md. — 89
Lincoln, Del. — 33
Linkwood, Md. — 48
Little Creek, Va. — 138, 140, 142, 143, 153
Llandaff, Md. — 44
Long Branch, N. J. — 77
Long, Colonel — 9-10
Loretto, Md. — 68

Love Point, Md. — 103, 112, 113, 114, 118, 121, 125, 138, 161, 162, 164, 165, 166
Lynch, Md. — 55

M

Machipongo, Va. — 78, 172
Madison, Md. — 131
Makemie, Francis — 78
Makemie Park, Va. — 78
Mappsburg, Va. — 78
Mardela, Md. — 18, 90, 163, 164, 166
Mardela Branch — 166
Marion Station, Md. — 68, 83
Marshall, Charles — 87, 88
Martin, Captain Samuel — 73
Marydel, Del. and Md. — 41, 44
Maryland and Baltimore City Land Association — 42
Maryland Court of Appeals — 97
Maryland & Delaware Coast Railway — 161-162
Maryland & Delaware Railroad (1854) — 41-45, 51, 118, 129
Maryland & Delaware Railroad (1977) — 153, 171
Maryland & Delaware Seacoast Railroad — 162
Maryland, Delaware & Virginia Railway — 97, 104, 114, 123-127, 159, 161
Maryland Division — 134
Maryland General Assembly — 5, 7
Maryland House of Delegates — 17, 89
Maryland, State of — 15, 41, 51, 97
Maryland State Legislature — 15, 16, 17, 51, 93, 117, 129, 132
Maryland State Senate — 17, 113
Maryland Steamboat Company — 93
Maryland Port Administration — 169
Marvel, M. L. — 113
Massey, Md. — 28, 51, 53, 55, 57, 59, 129
Massey, Jim — 126
Matthews, J. Cecil — 126
McBriety, P. J. — 113-114
McDaniel. Md. — 89, 163
McDaniel Branch — 164, 165, 166
McMullin, Samuel — 87, 88
Mears, Va. — 78
Melfa, Va. — 78
Melson, Md. — 44
Messick, Del. — 33
Metompkin, Va. — 78
Middletown, Del. — 23, 25, 129, 131
Milford, Del. — 33
Milford Junction, Del. — 25, 26, 33
Millington, Md. — 15, 51, 53
Millsboro, Del. — 34
Milton, Del. — 120, 162
Milton, Md. — 131
Milton, John — 120
Mobile & Gulf Railroad — 169
Moore, Richard L. — 114
Mooreton, Del. — 25
Morris, Md. — 28
Morris, Mr. — 102
Morvin, Del. — 7

Mount Clare Station, Baltimore, Md. — 13
Mount Pleasant, Del. — 25
Murdock, Turnbull — 114
Murray, Thomas W., III — 140

N

Nanticoke, Md. — 131, 132
Narragansett Pier Railroad — 169
Nashville, Va. — 68
Nassau, Del. — 33
Nassawodox, Va. — 78, 79
Newark, Del. — 62, 151
Newark, Md. — 34
Newark & Delaware City Railroad — 30, 62-63, 129
New Castle, Del. — 5, 6, 7, 9, 10, 11, 13, 24, 30
New Castle Cut-Off — 30, 151
New Castle & Frenchtown Rail Road — 1, 5-13, 15, 16, 19, 22, 24, 62, 172
Newcastle and Frenchtown Turnpike and Rail Road Company — 7
New Castle and French-town Turnpike Company — 5, 6, 7
New-Castle and French Town Turnpike and Rail Road Company — 7
New Castle Manufacturing Company — 10
New Castle Turnpike Company — 5, 7
New Castle Turnpike and Railroad Company — 7
New Castle & Wilmington Railroad — 11, 13, 24, 29-30, 151
New Church, Va. — 77, 78
Newcombe, Md. — 89
New Haven Railroad — 138
New Hope, Md. — 87
New Jersey Southern Railroad — 58-59
Newtown, Md. — 68
Newtown Junction, Md. — 68
New York, N. Y. — 34, 59, 74, 75, 76, 77, 80, 144
New York Central Railroad — 150
New York & Norfolk AirLine Railroad — 34
New York, Philadelphia & Norfolk Railroad — 71-85, 99, 103, 110, 111, 132, 134, 138, 139, 143, 159
New York, Philadelphia & Norfolk Railroad Ferry Company — 139
Nicholson, Md. — 58, 59
Nicholson Branch — 59
Norfolk, Va. — 15, 16, 23, 34, 68, 70, 71, 72, 73, 74, 75, 76, 77, 79, 80, 81, 82, 124, 132, 134, 135, 136, 138, 140, 142, 143, 144, 145, 153, 164, 169, 171
Norfolk Division — 134
Norfolk & Portsmouth Belt Line Railroad — 82, 142
Norfolk Southern Railroad — 76, 142
Norfolk and Washington Line — 73
Norfolk & Western Railway — 81, 142
North & South Railroad — 129
Northumberland, Pa. — 166

O

Oak Grove, Del. — 48
Oak Hall, Va. — 78
Oakley, Del. — 120
Ocean City, Md. — 88, 89, 91, 96, 99, 102, 108, 112, 113, 114, 124, 162, 163
Ocean City Western Railroad — 168-169

Old Bay Line — 121
Old Dominion Line — 77
Old Point Comfort, Va. — 79, 140
Old Railroad Road — 18
Oldtown, Md. — 42
One Mile Railroad — 91
Onley, Va. — 78, 135
Overbrook, Del. — 120
Owens, Del. — 120
Oxford, Md. — 41, 44
Oxford Branch — 113, 135, 144, 162, 166

P

Painter, Va. — 78
Painter, Uriah — 78
Painter, William — 78
Panama Canal Act — 124
Panic of 1837 — 16, 17
Parksley, Va. — 78
Parsons, Md. — 58
Parsons, Engineer — 113
Parsons, Isaac H. — 87
Parsonsburg, Md. — 87, 166, 168
Peale Museum — 9
Peninsula Coal Company — 62
Peninsula Junction Md. — 68, 77-78
Peninsula Railroad of Maryland — 71
Peninsula Railroad of Virginia — 71
Penndel Company — 134
Penn Central Railroad — 150-151, 152, 168, 171
Pennsylvania & Delaware Railway — 27, 61-62
Pennsylvania General Assembly — 61
Pennsylvania Railroad — 13, 31, 33, 47, 59, 61, 62-63, 71, 72, 85, 93, 95, 97, 102, 108, 109, 110, 112, 113, 114, 115, 118, 123, 124, 125, 127, 132, 133-150, 159, 161, 163, 164, 165, 166
Perdue, Arthur W. — 126-127
Philadelphia, Pa. — 6, 7, 9, 11, 13, 15, 18, 19, 23, 42, 49, 51, 53, 74, 75, 140
Philadelphia, Baltimore & Washington Railroad — 133-134
Philadelphia, Germantown & Norristown Railroad — 9
Philadelphia, Wilmington & Baltimore Railroad — 11, 13, 15, 16, 22, 24, 25-26, 28, 29-31, 33, 34, 39, 45, 50, 51, 53, 55, 57, 59, 62, 67, 68, 69, 71, 85, 129, 131, 133
Pierce, Reverend J. J. — 25
Pierson's Cove, Del. — 55
Pitts, Dr. H. R. — 87
Pittsburgh, Pa. — 71
Pittsville, Md. — 87, 166
Plantation, Va. — 84
Plymouth, Del. — 26-27
Pocomoke City, Md. — 68, 71, 72, 102, 151, 153, 169, 171
Polk, W. Upshur — 89
Pomeroy, Pa. — 61, 62
Pomeroy & Newark Railroad — 62
Pomeroy & State Line Railroad — 62
Poplar, Md. — 34
Port Deposit, Md. — 85
Porter, Del. — 27, 62, 151

Port Norfolk, Va. — 73, 142
Portsmouth, Va. — 74
Portsmouth & Roanoke Railroad — 16
Poulson, E. L. — 136
Preston, Md. — 89, 91, 163, 164, 168, 171
Prettyman's Corner, Del. — 25, 26
Price, Md. — 53
Princess Anne, Md. — 15, 16, 17, 23, 67, 68, 69, 77, 102
Promentory Point, Utah — 87
Pungoteague, Va. — 78
Pusey, Carl — 144-145

Q

Quantico, Md. — 18, 131
Queen Anne, Md. — 113, 118, 161, 162, 168, 171
Queen Anne's County, Md. — 51
Queen Anne's & Kent Railroad — 28, 51-53, 56-57, 133
Queen Anne's Railroad — 117-123, 125, 129, 131, 132, 145, 161
Queenstown, Md. — 44, 51, 111, 117, 118, 121, 126, 129, 164, 166, 168
Queenstown & Harrington Railroad — 129
Queponco Station, Md. — 34
Quincy, Mass. — 138

R

Rail Service Associates — 169, 171
Ralph, Thomas E. — 77, 84
Reading Company — 13
Ree's Corner, Md. — 55
Redden, Del. — 33
Redden, W. C. — 144, 145
Red Hill, Md. — 15
Red Lion, Del. — 6
Regional Rail Reorganization Act — 151, 168
Rehoboth Beach, Del. — 33, 118, 120, 124, 126, 127, 150, 161
Rehoboth Branch — 150
Reid's Grove, Md. — 89
Reybold, Del. — 62
Rhodesdale, Md. — 89
Richmond, Va. — 74, 75, 76
Richmond, Fredericksburg & Potomac Railroad — 152
Ridgely, Md. — 42, 44, 129
Ridgely, Reverend G. W. — 42
Ridings, F. — 109
Riverside, Md. — 89
Robbins, Del. — 33
Robert's, Md. — 53
Roberts, George B. — 71
Rockawalkin, Md. — 90-91
Rock Hall, Md. — 55, 58, 59, 131, 132
Rogers, John G. — 78
Rome Locomotive Works — 103
Roseville, Md. — 51
Ross, Del. — 27
Royal Oak, Md. — 89

Ruthsburg, Md. — 51
Rutland Railroad — 171

S

St. Georges, Del. — 25
St. Johnstown, Del. — 25, 26
St. Julian Avenue, Va. — 142
St. Martin's, Md. — 87, 114
St. Michaels, Md. — 89, 113
Salisbury, Md. — 1-2, 18, 23, 24, 34, 65, 66, 67, 68, 69, 70, 72, 75, 77, 84, 85, 87, 88, 89, 90, 91, 93, 96, 97, 99, 163, 168
"Sassafras River Railroad" — 51, 129
Sassafrass, Md. — 26
Sassafrass Road, Del. — 26
Savannah, Ga. — 16
Scarboro, Md. — 34
Scott, William L. — 70-71, 72-73, 84
Scranton Steel Company — 92-93
Seaboard Air Line Railroad — 74
Seaboard Coast Line Railroad — 152
Seaford, Del. — 19, 23, 25, 28, 47, 48, 49, 67, 69, 76, 163, 171
Searles, John E. — 93, 95
Selbyville, Del. — 34
Serat, M. W. — 58
Seth, Joseph B. — 89, 91
Severna Park, Md. — 168
Sewall, E. Q., Jr. — 23-24
Sharptown, Md. — 91, 131, 132
Shellpot Branch — 30
Showell, Md. — 34
Showell, Colonel Lemuel — 87
Slaughter, Del. — 41
Smith, Raymond D. — 114
Smith, William T. — 102, 103, 113, 125
Smyrna, Del. — 25, 27-28, 41, 51, 55, 131
Smyrna & Delaware Bay Railroad — 55-59
Smyrna Station & Smyrna Railroad — 27-28
Snow Hill, Md. — 24, 34, 36, 38, 87, 131, 144
Snow Hill Branch — 171
Somers Cove, Md. — 15, 65, 67
Southern Railway — 152, 171
State Road, Del. — 8
Stearns and Quigley — 53
Steever — 8
Stephenson, Robert and Company — 10
Stevensville, Md. — 121
Still Pond, Md. — 55
Stockley, Del. — 34
Stockton, Md. — 34, 38
Strasburg Railroad — 166
Sudlersville, Md. — 15, 51, 53
Swanson — 9

T

Talbot County, Md. — 93
Talky's Mill, Md. — 53
Tasley, Va. — 78
Taylors Island Bridge, Md. — 131
Teakle, Judge Littleton Dennis — 17
"The Whip" — 111
Thielens, E. P. — 58
Thompson, Md. — 48
Thompson, Captain Willard — 93, 95
Tidewater Refinery — 62
Tilghman, Lloyd — 51
Tilghman, General Tench — 41
Tilghman's, Md. — 53
Tolchester Beach, Md. — 58
Tonta, Md. — 68
Townsend, Del. — 25, 28, 51, 56
Townsend, Va. — 84
Townsend Branch Railroad — 28, 51, 56
Townsend, Samuel T. — 25
Transportation Act of 1920 — 85
Trappe, Md. — 44
Truitt, Charles J. — 97
Tuckahoe, Md. — 118
Tunis, Theophilus — 89, 91
Turner's, Md. — 89

U

Union Line — 6, 11
Union Pacific Railroad — 87
Union Station, Salisbury, Md. — 99, 102, 108, 126
U.S. District Court — 98
U.S. Army — 142-143, 169
United States Railway Association — 151, 169
U.S. Supreme Court — 98
Upshur, Va. — 79

V

Van Dyke, Del. — 28
Vienna, Md. — 48, 49, 89, 164, 168
Vienna Branch — 168
Viola, Del. — 25
Virginia Ferry Corporation — 138
Virginia & Maryland Railroad — 153, 171, 172
Virginia General Assembly — 129
Virginia, State of — 15
Virginia State Legislature — 132
Virginian Railway — 142
Voshell House — 58

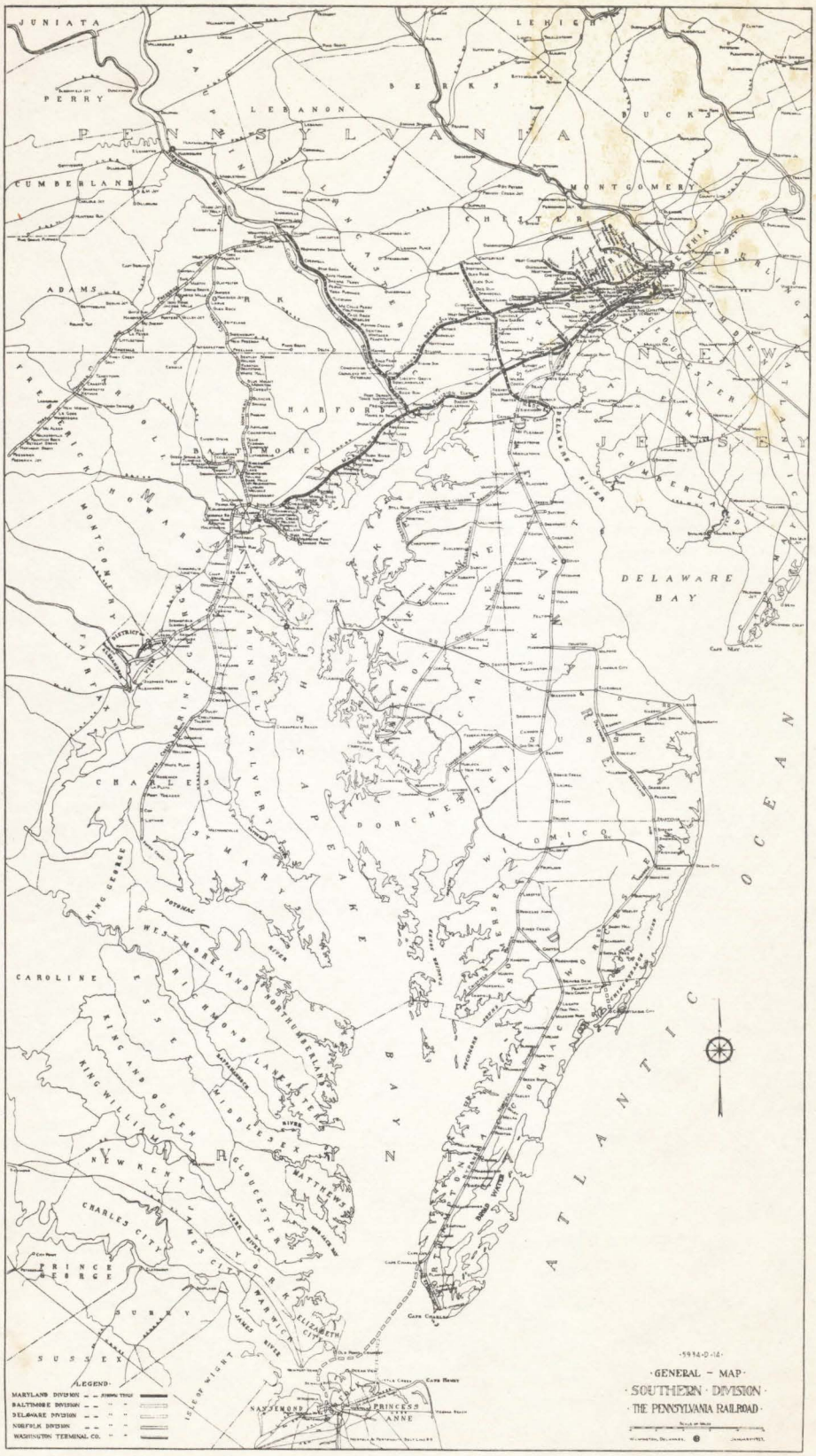
W

Wachapreague, Va. — 79
Walsey, Md. — 121
Walston Switch, Md. — 87, 114, 168

Ward's Crossing, Md. — 68
War Department — 162
Warren, Morgan — 109
War Shipping Administration — 139
Washington, D. C. — 16, 80
Webster, John — 50
Weems Line — 123
Wesley, Md. — 34
West Camden, Del. — 25
West Denton, Md. — 161, 162
West Main Street Station, Salisbury, Md. — 99
West Ocean City, Md. — 163, 164, 168
Westover, Md. — 68
Whaleyville, Md. — 87
Whitesboro, Del. — 120
Wicomico County, Md. — 93, 97, 98, 99
Wicomico & Pocomoke Railroad — 34, 68, 70, 87-89, 91, 93, 99
Willards, Md. — 93, 166
Willards Branch — 166, 168
Williamsburg, Md. — 48
Williams Switch, Md. — 66
Willoughby, Md. — 118
Willow Grove, Del. — 26
Wilmer, Joseph — 93
Wilmington, Del. — 7, 18, 23, 24, 30, 49, 53, 62, 69, 73, 74, 85, 115, 136, 142, 166
Wilmington & Susquehanna Railroad — 15, 19
Wilson, Del. — 62
Winchester, Md. — 121
Wise, Governor Henry A. — 78
Wolfe, Del. — 120
Woodland Beach, Del. — 56, 59
Woodland Station, Md. — 42, 44
Woodside, Del. — 26
Worcester County, Md. — 93
Worcester Locomotive Company — 38
Worcester Rail Road — 34-38, 87-88
Worcester & Somerset Railroad — 68, 71
Worton, Md. — 55, 57, 58, 59
Wye Mills, Md. — 118
Wyoming, Del. — 25, 136
Wyoming Ice and Cold Storage Company — 136
Wyoming Valley, Pa. — 25

Y

Young, E. A. G. — 10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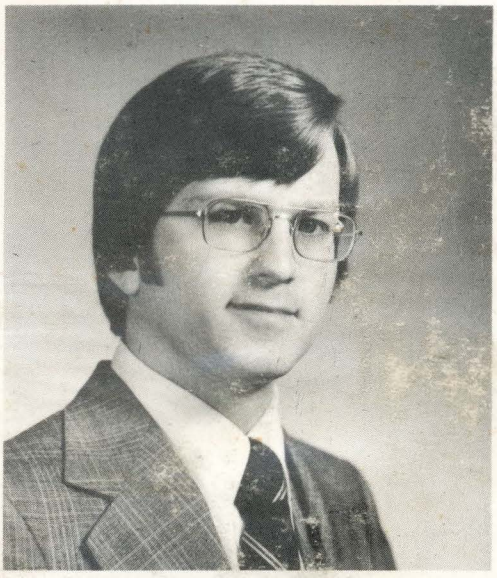

John C. Hayman was born in Salisbury, Maryland, geographic center of the area covered by Rails Along the Chesapeake. Passing trains fascinated him from childhood and he and a boyhood chum spent days following the Salisbury Shifter as it maneuvered freight cars in and out of industrial sidings. A high school paper on local railroads started him on the way to authorship of the book which he has spent more than six years in researching.

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Rails Along The Chesapeake • John C. Hayman